

B. F. TAYLOR,
Sole Agent.
Lighters and Steam Launches
Supplied.
ILOILO, PHILIPPINE ISLANDS.

The Hongkong Telegraph.

ESTABLISHED 1881.

THE UNITED ASBESTOS
ORIENTAL AGENCY.
Sole Agents for the
UNITED ASBESTOS CO.,
LIMITED, LONDON.
DODWELL & CO., LIMITED,
General Managers.

NEW SERIES No. 1990. 日一十月十年七十二緒光

THURSDAY, NOVEMBER 21, 1901.

四年禮 號一十月一十英曆

THIRTY DOLLARS
PER ANNUM

Banks.

THE YOKOHAMA SPECIE BANK, LIMITED.

ESTABLISHED 1880.
CAPITAL SUBSCRIBED Yen 24,000,000
CAPITAL PAID-UP " 18,000,000
CAPITAL UNCALLED " 6,000,000
RESERVE FUND " 8,500,000

Head Office:—YOKOHAMA.

Branches and Agencies:
TOKIO. KOBE.
NAGASAKI. LONDON.
LYONS. NEW YORK.
SAN FRANCISCO. HONOLULU.
BOMBAY. SHANGHAI.
TIENSIN. NEWCHANG.

LONDON BANKERS:
THE LONDON JOINT STOCK BANK, LD.
PARIS BANK, LD.
THE UNION BANK OF LONDON, LD.

HONGKONG BRANCH:—INTEREST ALLOWED.
On Current Account at the rate of 2 per cent.
On fixed deposits for 12 months at 5 per cent.
On fixed deposits for 6 months at 4 per cent.
On fixed deposits for 3 months at 3 per cent.

TARO HODSUMI,
Manager.

Hongkong, 2nd October, 1901. [11]

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.
HEAD OFFICE:—LONDON.

CAPITAL PAID-UP £800,000
RESERVE LIABILITY OF SHARE
HOLDERS £800,000
RESERVE FUND £575,000

INTEREST ALLOWED ON CURRENT
ACCOUNT at the rate of 2 per cent. per
annum on the Daily Balance.
On Fixed Deposits for 12 months... 4 per cent.
" " " 6 " " 3 " "
" " " 3 " " 2 " "

T. H. WHITEHEAD,
Manager.

Hongkong, 9th July, 1901. [15]

IMPERIAL BANK OF CHINA.

ESTABLISHED BY IMPERIAL DECREE
OF THE 12TH NOVEMBER, 1895.

Shanghai Tael.
SUBSCRIBED CAPITAL 5,000,000
PAID-UP CAPITAL 2,500,000
Head Office:—SHANGHAI.

Branches and Agencies:
CANTON. PEKING.
CHEFOO. PENANG.
CHUNKING. SINGAPORE.
HANKOW. TIENSIN.

THE Bank purchases and receives for collection
Bills of Exchange drawn on the above
places, and Sells Drafts and Telegraphic Transfers
Payable at its Branches and Agencies.

HONGKONG BRANCH.
Advances made on approved securities.
Bills discounted.

INTEREST ALLOWED ON DEPOSITS.
3 per Annum Fixed Deposits for 3 months
4 " " " 6 " "
5 " " " 12 " "

E. W. RUTTER,
Manager.

Hongkong, 1st January, 1901. [14]

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL \$10,000,000
RESERVE FUND \$10,000,000
Sterling Reserve \$1,750,000
Silver Reserve \$2,750,000
RESERVE LIABILITY OF PROPRIETORS \$10,000,000

COURT OF DIRECTORS:
R. SHEWAN, Esq., Chairman.
Hon. J. J. BELL-IRVING, Deputy Chairman.

A. Haupt, Esq.
D. M. Moses, Esq.
A. J. Raymond, Esq.
R. L. Richardson, Esq.
H. Schubart, Esq.

N. A. Siebs, Esq.
H. W. Slade, Esq.
H. E. Tomkins, Esq.
Paul Witkowski, Esq.
Chief Manager:
Hongkong—Sir THOMAS JACKSON.

Shanghai—H. M. BEVIS, Esq.
LONDON BANKERS—LONDON AND COUNTY
BANKING COMPANY, LIMITED.
HONGKONG—INTEREST ALLOWED:
On Current Account at the rate of 2 per Cent.
per Annum on the daily balance.

ON FIXED DEPOSITS:
For 3 months, 2 1/2 per Cent. per Annum.
For 6 months, 3 1/2 per Cent. per Annum.
For 12 months, 4 1/2 per Cent. per Annum.

T. JACKSON,
Chief Manager.

Hongkong, 17th August, 1901. [9]

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted
by the HONGKONG AND SHANGHAI
BANKING CORPORATION. Rules may be
obtained on application.

INTEREST ON DEPOSITS is allowed at 3 1/2 PER
CENT. per annum.
Depositors may transfer at their option
balances of \$100 or more to the HONGKONG AND
SHANGHAI BANK to be placed on FIXED
DEPOSIT at 4 PER CENT. per annum.

For the HONGKONG AND SHANGHAI
BANKING CORPORATION,
T. JACKSON,
Chief Manager.

Hongkong, 4th October, 1900. [10]

THE NATIONAL BANK OF CHINA, LIMITED.

Authorised Capital 1,000,000
Paid up Capital 374,374

HEAD OFFICE:—HONGKONG.
Board of Directors:—
Chan Kit Shan, Esq. | C. Ewens, Esq.
Chow Tung Shing, Esq. | J. T. Lauts, Esq.

Chief Manager:
GEO. W. F. PLAYFAIR.
Interest for 12 months Fixed 5 %
Hongkong, 20th December, 1899. [8]

THE DEUTSCH ASIATISCHE BANK.

PAID-UP CAPITAL Sh. Tael 5,000,000
HEAD OFFICE:—SHANGHAI.
BOARD OF DIRECTORS: BERLIN.

BRANCHES:
Berlin Calcutta Hankow
Tientsin Tsingtau (Kiautschou)

LONDON BANKERS:
Messrs. N. M. ROTHSCHILD & SONS,
UNION BANK OF LONDON, LTD.
DEUTSCHE BANK (BERLIN), LONDON AGENCY
DIRECTION DER DISCONTO GESELLSCHAFT.

INTEREST allowed on Current Account.
DEPOSITS received on terms which may be
learned on application. Every description of
Banking and Exchange business transacted.
E. F. GROS,
Acting Manager.

Hongkong, 29th August, 1901. [16]

Entimations.

BEEF TEA versus BOVRIL.

BEEF TEA.

"Were it possible to furnish the market
at a reasonable price, with a preparation of
meat combining in itself the albuminous
together with the extractive principles, such
a preparation would have to be preferred
to extractum carnis, for it would contain all
the nutritive constituents of meat. I have
before stated that in preparing the Extract
of Meat, the albuminous principles remain
in the residue; they are most nutritive, and
this is certainly a great disadvantage."

BARON LIEBIG,
Discoverer of Liebig's Extract, in
The Lancet, Nov. 11, 1865.

BOVRIL

Was invented to realise Baron von Liebig's
desire for a meat food that would contain
not only the stimulating properties of flesh
—as all Meat Extracts and Beef Teas do—
but also the nourishing properties of flesh,
which Meat Extracts and Beef Teas do not.
This has been accomplished by first taking
the extractive principles by the Liebig process
(which is akin to home-made beef tea)
and then adding albumen and gelatine, pro-
cured from the flesh of other oxen roasted
and finely ground to powder; the combina-
tion is Bovril. [187c]



UNITED ASBESTOS ORIENTAL AGENCY, LIMITED.

SOLE AGENTS IN
HONGKONG, CHINA, JAPAN, AND THE STRAITS SETTLEMENTS,
FOR THE
UNITED ASBESTOS CO., LD., LONDON.

CONTRACTORS TO H.M. GOVERNMENT.
MANUFACTURERS OF THE
Best Qualities of ASBESTOS GOODS AND PACKINGS,
HYDRAULIC AND SELF LUBRICATING PUMP PACKINGS, of all kinds.
"VICTOR" METALLIC BOILER JOINTS.
ASBESTOS SALAMANDER BOILER COVERING COMPOSITION of the best qualities.
ESTIMATES given for every DESCRIPTION of WORK.
CHIEF SUPERINTENDENT: THOMAS SKINNER.
SUPERINTENDENT: ARCHIBALD RITCHIE.
DODWELL & CO., LIMITED, General Managers.

JAPAN COALS.

THE MITSUI BUSSAN KAISHA (OR MITSUI & CO.)

HEAD OFFICE:—43, SAKAMOTO-CHO, TOKYO.
LONDON OFFICE:—34, LIME STREET, E.C.
HONGKONG OFFICE:—6, ICE HOUSE STREET.

BRANCH OFFICES:
New York, San Francisco, Hamburg, Bombay, Singapore, Sourabaya, Manila, Amoy,
Shanghai, Hankow, Chefoo, Tientsin, Newchwang, Port Arthur, Seoul, Chemulpo,
Yokohama, Yokosuka, Nagoya, Osaka, Kobe, Kure, Shimomoseki, Moji, Wakamatsu,
Karatsu, Nagasaki, Kuchinotsu, Sasebo, Miike, Hakodate, Taipeh, &c.

Telegraphic Address for all the Offices: "MITSUI."

A.B.C. and A 1 Codes used.

CONTRACTORS OF COAL to the Imperial Japanese Navy, Arsenal and Railway
Bureau; Principal Railway Companies and Industrial Works; Home and Foreign Mail and
Freight Steamers.
SOLE PROPRIETORS of the Famous Miike, Tagawa, Yamano and Ida Coal Mines.
SOLE AGENTS for Fukuno, Hokoku, Ichimura, Kanada, Kishima, Mannoura, Onoura,
Otsuji, Tohmyama, Tsubakuro, Yoshinotani, Yoshio, Yunokibara and other Coal Mines.
N. INUZUKA, Manager.

Hongkong, 1st August, 1901. [153c]

If you drink WHISKY buy the BEST.

CLUB

The best value at the price in the East,
\$12 PER DOZEN.

F.O.S.

A very old Liqueur Whisky,
\$15 PER DOZEN.

Compare these with any other Brands on the market at the same price
and if you are a judge of Whisky you will send us your orders.

H. PRICE & CO.,

Hongkong, 18th November, 1901.

STONE GINGER BEER.

BREWED BY THE AQUARIUS CO.,
SHANGHAI.

To be obtained from
CALDBECK, MACGREGOR & Co.,
WINE AND SPIRIT MERCHANTS,
15, Queen's Road.

Hongkong, 17th October, 1901. [15]

Mails.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR STEAMERS CAPTAINS TO SAIL REMARKS
LONDON, &c. Parramatta R. T. Cook, R.N.R. Noon, 23rd Nov. Freight or Passage.
SHANGHAI Chusan C. L. Daniel About 23rd Nov. Freight or Passage.
KOBE Tientsin W. W. Cooke, R.N.R. About 28th Nov. Freight only.
LONDON Japan C. C. Talbot, R.N.R. Noon, 30th Nov. Freight or Passage.
SHANGHAI Java G. W. Gordon, R.N.R. About 7th Dec. Freight or Passage.
(See Special Advertisement).

PASSENGER SEASON 1902.
FOR MARSEILLES, PLYMOUTH AND LONDON.
DIRECT WITHOUT TRANSITMENT.

S.S. "ORIENTAL" 5,284 Tons 29th March.
S.S. "MALTA" 6,064 Tons 12th April.

For Further Particulars, apply to E. A. HEWETT, Superintendent.

Hongkong, 20th November, 1901. [15]

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD. HAMBURG-AMERIKA LINIE

STEAM FOR
SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA,
ANTWERP, BREMEN/HAMBURG;
PORTS IN THE LEVANTE, BLACK SEA AND BALTIC PORTS;
ALSO
LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON,
AND SOUTH AMERICAN PORTS;

Steamers will call at SOUTHAMPTON to land Passengers and Luggage.
N.B.—Cargo can be taken on through Bills of Lading for the Principal Places in Russia.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

STEAMERS. SAILING DATES.
BAYERN WEDNESDAY, 27th November.
STUTTGART WEDNESDAY, 11th December.
KONIG ALBERT WEDNESDAY, 25th December.
PRINZESS IRENE WEDNESDAY, 8th January, 1902.
PRINZ HEINRICH WEDNESDAY, 22nd January, 1902.
PREUSSEN WEDNESDAY, 5th February, 1902.
HAMBURG, Hamburg-Amerika Linie WEDNESDAY, 19th February, 1902.
KASCHEN WEDNESDAY, 5th March, 1902.
KLAUSCHOU, Hamburg-Amerika Linie WEDNESDAY, 19th March, 1902.
BAYERN WEDNESDAY, 2nd April, 1902.
STUTTGART WEDNESDAY, 16th April, 1902.
KONIG ALBERT WEDNESDAY, 30th April, 1902.
PRINZESS IRENE WEDNESDAY, 14th May, 1902.
PRINZ HEINRICH WEDNESDAY, 28th May, 1902.
PREUSSEN WEDNESDAY, 11th June, 1902.
HAMBURG, Hamburg-Amerika Linie WEDNESDAY, 25th June, 1902.

ON WEDNESDAY, the 27th day of November, 1901, at NOON, the Steamship
"BAYERN" of the NORDDEUTSCHER LLOYD, Captain H. Blecker, with
MAILS, PASSENGERS, SPECIE and CARGO, will leave this Port as above, Calling at
NAPLES and GENOA.

Shipping Orders will be granted till NOON, on MONDAY, the 25th instant, Cargo and
Specie will be received on Board until 5 P.M., on TUESDAY, the 26th instant, and Parcels
will be received at the Agency's Office until NOON, on TUESDAY, the 26th instant.
Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50
and Parcels should not exceed Two Feet Cubic in Measurement.
The Steamer has splendid Accommodation and carries a Doctor and Stewardesses.
Linen can be washed on board.

NORDDEUTSCHER LLOYD.

For further Particulars, apply to

MELCHERS & CO.,
AGENTS.

Hongkong, 13th November, 1901. [22]

Hotels.

HONGKONG HOTEL.

Military Band during dinner on Saturday Night.

Hongkong, 15th November, 1900. [23]

HOTEL CRAIGIEBURN,

PLUNKET'S GAP, the PEAK, near the TRAM TERMINUS, Tel. 56.

For Terms, &c., apply to the

MANAGER.

Hongkong, 2nd July, 1900. [16]

W. H. POTTS & Co.,

3, QUEEN'S BUILDINGS.
WINE, SPIRIT AND CIGAR
MERCHANTS.

DIRECT IMPORTERS:

ALHAMBRA CIGAR,
"KIRIN" BEER,
HARVEY'S OLD VINTAGES.

Entimations.

SPORTING SEASON.

NEW STOCK JUST RECEIVED.

CRICKET. TENNIS. FOOTBALL.

Bats. Racquets. Balls.
Balls. Balls. Bladders.
Stumps. Posts. Shin Guards.
Leg Guards. Nets, &c. Inflaters.
Gloves. Bats Restrung. Boots.

CROQUET SETS, MALLETS, &c.

Ransome's "Anglo Paris" Lawn Mowers.

LANE, CRAWFORD & CO.

Hongkong, 28th October, 1901. [732c]

OLD MATURED
JOHN WALKER WHISKEY,
FROM THE FAMOUS
KILMARNOCK DISTILLERY.
THE FAVOURITE WHISKY IN THE OLD COUNTRY.
ASK FOR IT!

Hongkong, 22nd July, 1901. [776c]

FR. BLUNCK,

SILK LACE MANUFACTURER
AND
EMBROIDERER.

17, QUEEN'S ROAD, HONGKONG.

MANUFACTURER
and
RETAILER.

16th July, 1901. [715c]



Intimations.

**PYROLA,
PYROLA,
PYROLA.**

A
**PERFUME
OF
EXQUISITE
FRAGRANCE.**

**WATKINS,
LIMITED.**

Chemists and Perfumers.
No. 66, Queen's Road Central.

Hongkong, 1st October, 1901. [714c]

GREEN ISLAND CEMENT COMPANY,
LIMITED.

PORTLAND CEMENT.

\$5.50 per Cask of 37½ lbs. Net ex Factory.
\$3.30 per Bag of 250 lbs.
SHEWAN, TOMES & CO.,
General Managers.
Hongkong, 1st June, 1901. [10]

KELLY & WALSH, LD.

JUST PUBLISHED.

**RUDYARD KIPLING'S MASTER-
PIECE.**

"KIM OF THE RISHTI."

BEAUTIFULLY ILLUSTRATED.

\$1.50.
Hongkong, 9th November, 1901.

WILLIAM POWELL, LIMITED.
28 & 34, QUEEN'S ROAD.

HIGH CLASS DRESSMAKING
IN ALL ITS BRANCHES BY EXPERIENCED ARTISTS NEWLY
ARRIVED FROM LONDON.

NEW SELECTION OF
CHOICE GOODS
IN EVERY DEPARTMENT.

TOYS AND XMAS GOODS
IN ENORMOUS VARIETY.

ALL CHILDREN'S departments have been
transferred to No. 28.

DRESSMAKING will be carried on only at
No. 34, Queen's Road.

955c]

To-day's
Advertisements.

THE MUSICAL EVENT OF THE
SEASON.

ONE GRAND CONCERT.

ST. GEORGE'S HALL.

WEDNESDAY,

NOVEMBER 27TH, 1901, at 9.15 P.M.

Under the Patronage and Presence of
H.E. Sir H. A. BLAKE.

HERR JOHANN MARQUARDT,
VIOLINIST.

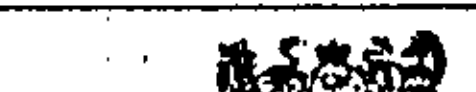
MADAME BREITSCHUCK-
MARQUARDT,

THE CELEBRATED HARPISST.

SEATS—\$3 and \$2.

Seats may be booked at the ROBINSON
PIANO CO., LIMITED.

Hongkong, 21st November, 1901. [1264c]



NOTICE TO MARINERS.

HONGKONG HARBOUR.

THE Norwegian S.S. "SKRAMSTAD" lies
sunk about 200 yards off shore between
QUARRY BAY and NORTH POINT. She is
heading to the Northward with her stern and
about one third of her length above water.
Two Bright Lights horizontal will be dis-
played at night from her Fore rigging.

R. MURRAY RUMSEY,
R. Com., R.N.,
Harbour Master, &c

Harbour Department,
Hongkong, 21st November, 1901. [1265c]

DOUGLAS STEAMSHIP COMPANY,
LIMITED.

FOR SWATOW, AMOY AND TAMSUI.

THE Company's Steamship

"FORMOSA."

Captain Hodgins will be despatched for the
above Port, TO-MORROW, the 22nd instant,
at Noon.

For Freight or Passage, apply to
DOUGLAS LA PRAIK & Co.,
General Managers.
Hongkong, 21st November, 1901. [1262c]

CHRISTMAS NUMBERS.

A LARGE ASSORTMENT

OF
XMAS CARDS.

ALL THE NEWEST DESIGNS.

Hongkong, 9th November, 1901. [690c]

To-day's
Advertisements.

THEATRE ROYAL,
CITY HALL.

THE
**EMPIRE COMEDY
COMPANY.**

GRAND OPENING NIGHT,

TO-MORROW,

FRIDAY,

22ND NOV.

ENTIRELY NEW TO THE EAST.
ENTIRELY NEW TO THE EAST.

21 ARTISTES. 21
12 { YOUNG AND BEAUTIFUL } 12
LADIES.

SPLendid FIRST PART,
UNEQUALLED QUARTETTES,
SPARKLING SERIO COMICS,
ACILE ACROBATS,
LAUGHABLE COMEDIANS,
SCREAMING FARCES and
SKETCHES,

and
NEW and NOVEL MUSICAL MELANGE.

Read our Artists Names, the pick of the best
Theatres in Australia.

Miss Emmie Smith. Messrs. J. Leon.
"Julie Cleveland." "H. Huxham."
"Maud Albert." "H. Medcalf."
"Jessie Thorne." "Steve Adson."
"Florence Adelaide." "Gus Gregory."
"Heatie Hammon." "Walter Horley."
"Amy Bailey." "Fred Wylie."
"Ruth Davis." "E. H. Banvard."
"Doris Tinsley." "L.H. Drakeford."
"Florrie Bailey."
"Oily Payne."
Madame Jeannette.

The Management wish to impress on the
public that this is a refined Vaudeville Enter-
tainment entirely free from all Vulgarity, any
lady or child can witness it without fear of
seeing or hearing anything to bring a blush to
their cheek.

Doors open at 9 P.M. Curtain Rises at 9.30.

Members of H.M.'s Service and the Ameri-
can Service in Uniform half-price to Second
and Back Seats.

Hongkong, 21st November, 1901. [1263c]

INDO-CHINA STEAM NAVIGATION
COMPANY, LIMITED.

FOR MANILA.
THE Company's Steamship

"LOONGSANG,"
Captain Weigall, will be despatched as above
on SATURDAY, the 23rd instant, at 2 P.M.

This Steamer has Superior Accommodation for
First class Passengers, is fitted throughout
with Electric Light and carries a Doctor.

For Freight or Passage, apply to
JARDINE MATHESON & Co.,
General Managers.
Hongkong, 21st November, 1901. [1243c]

AUSTRIAN LLOYD'S STEAM NAVA-
TION COMPANY.

STEAM FOR
SINGAPORE AND BOMBAY.

(In close connection with the Co's Accelerated
Line to TRIESTE).

THE Company's Steamship

"CARINTHIA,"
Captain Marconino, will be despatched as above
on TUESDAY, the 26th instant, P.M.

The steamer has splendid accommodation for
passengers. Electric light. A doctor is carried.
For information as to Passage and Freight,
apply to

SANDER, WIELER & Co.,
Agents.
Hongkong, 21st November, 1901. [1197c]

AUSTRIAN LLOYD'S STEAM NAVA-
TION COMPANY.

NOTICE TO CONSIGNERS.

FROM TRIESTE, FIUME, PORT SAID,
ADEN, BOMBAY, COLOMBO, PENANG
AND SINGAPORE.

THE Steamship

"AUSTRIA,"
having arrived, Consignees of Cargo are hereby
informed that their Goods are being landed at
their risk into the Godowns of the Hongkong
and Kowloon Wharf and Godown Company,
Limited, whence delivery may be obtained.

This Vessel brings Cargo—
From Venice, ex S.S. *Metaculch* and *Alm* via
unshipped at Trieste.

From Trieste, ex S.S. *Cleopatra* transhipped
at Bombay.

From Levant Ports, ex S.S. *Vespa*.
Optional Cargo will be discharged here, unless
notice to the contrary be given immediately.

No Claims will be admitted after the Goods
have left the Godowns, and all Claims must be
sent in to the Office of the Underigned before
Noon, on the 24th instant, or they will not be
recognized.

No Fire Insurance has been effected, and
any Goods remaining in the Godowns after the
24th instant, will be subject to rent.

Bills of Lading will be countersigned by
SANDER, WIELER & Co.,
Agents.
Hongkong, 21st November, 1901. [1193c]

AN APPEAL.

THE SUPERIORITY OF THE ITALIAN
CONVENT, CAINE ROAD, begs most
respectfully to APPEAL to the Residents of
Hongkong and the Coast Ports, for their kind
patronage and support, and desires to state that
she will be pleased to receive orders for all kinds
of NEEDLE WORK.

Gentlemen's Shirts made to order, and Collars
and Collars renewed on old ones.

Ladies and Children's Under-clothing, Con-
fession's Dresses, and all kinds of Embroidery.
Materials can be supplied, if required.

The Superiors will also be most grateful
for any PAPERS, or old ENVELOPES to be made
into Books for the Children of the Poor Schools,
who are taught by the Sisters.

Hongkong, 22nd April, 1902

Intimation.



**A. S. WATSON & Co.,
LIMITED.**

FLOWER AND VEGETABLE

SEEDS.

FOR THE SEASON

1901-1902.

ARRIVAL OF NEW
SHIPMENTS.

ORDERS EXECUTED FROM
FRESH STOCKS ONLY.

Priced catalogues, with hints on

gardening, may be obtained on
application.

CLAYS FERTILIZER.

10lbs\$1.75

28lbs\$4.50

A. S. WATSON & CO., LIMITED.

THE HONGKONG DISPENSARY.

ESTABLISHED A.D. 1841.

BIRTHS.

At Taunton, England, on the 31st October,
the wife of the Rev. E. W. BURR, M.A., of
the English Baptist Mission, Shanghai, of a
daughter.

At No. 8, Sophia Road, Singapore, on the
11th instant, the wife of T. D. CANNING, of a
daughter.

MARRIAGES.

On Oct. 15th, at the Church of St. Michael
and All Angels, Bishopston, Bristol, by the
Rev. Ed. Mortimer, Vicar, WALTER
MAKEPEACE, of the late W. A. Pitt, and of Mrs.
Pitt, "Raffles" Melita Road, Bristol.

On 17th October, at the Anglican Parish Church,
Surrey, W. E. MOUTSALL, of Liverpool, late
General Manager, Tangong Pagar Dock, to
ADA, twin daughter of Charles and Isabella
Fittock, of Singapore.

On the 11th November, at St. Andrew's
Cathedral, Singapore, by the Rev. W. H. G.
Dunkley, ROBERT CHURCH PETHERBRIDGE,
of Jebebu, Negri Sembilan, youngest son of the
late Charles Gibbs Petherbridge, to WILHELMIA,
eldest daughter of Henry Winckler, Forest
Hill, London.

On the 14th of November, at Holy Trinity
Cathedral, Shanghai, by the Rev. H. C. Hodges,
M. A. ROBERT THOMAS BERTH, Wesleyan
Mission, Hankow, to ANNIE EDITH PERROTT,
Dublin.

On the 14th of November, at Trinity
Cathedral, Shanghai, by the Rev. H. C. Hodges,
M. A. Lieut.-Col. THEODORE JOHN WAR-
RENDER PRENDERGAST, R.E., son of the late
Major-General Prendergast, R.E., to MABEL,
daughter of the late George James Webster
Cowie, formerly of Shanghai, and of Mrs.
Cowie, of Holland Park Avenue, London, W.

DEATHS.

At Foochow, on the 8th of November, MAY,
the wife of Charles Skerrett-Rogers.

On the 19th of November, at No. 19, North
Szechuen Road, Shanghai, VICTOR HIPOLITO,
fourth son of Mr. and Mrs. Juan Meneacini,
I. M. Customs, aged 9 years and 4 months.

On the 14th November, at the General
Hospital, Shanghai, at 6.15 p.m., CHARLES
BROWN, aged 64 years.

The Hongkong Telegraph

HONGKONG, THURSDAY, NOVEMBER 21, 1901.

NOTES AND COMMENTS.

The Awakening.

When Dr. ATKINSON returned to the
Colony the other day, in his opening speech
at the Sanitary Board, he stated his intention
of fighting the plague tooth and nail and
begged the members to aid him by their
support. Our Principal Civil Medical
Officer has been true to his word and, at
yesterday's meeting of the Sanitary Board, a
grand scheme of house-to-house cleansing
and fumigation was decided upon.

It is very pleasant to know that at last the
Authorities have come to think as we do,
and see that it is better to get the cleansing
of the town over and done with before the
outbreak of plague. Nobody can say, of
course, if this will stave off the return of the
scourge, but common sense tells us that it
is likely to do far more good than if left
until such time as the disease has gained a
firm hold upon the city.

Last year's
cleansing experiment, as we pointed out at
the time, was bound to be inconclusive, but
the present action will, we hope, show that
cleanliness is the best safeguard against
plague, and will eventually lead to the town
being cleared of this yearly scourge, which
has done so much to damage the trade and
prosperity of the port.

Of course the Chinese have some objec-
tions to raise to the general cleansing which
is to take place. They fail, to a very great
extent, to see the utility of it, for it must
necessarily put them to a considerable
amount of inconvenience. To them we
would point out that it is far better to put up
with a small amount of discomfort than to
die like rats, as they did last year. The
cleansing is undertaken for their good as
well as for the benefit of the rest of the com-
munity, and they may rest assured that it
will be carried out with as little annoy-
ance as possible. We would also remind
them that under any other Government
than the British they would not receive
half the consideration extended to them
here, but would, in all probability, be ordered
to carry out whatever rules and regulations
the Government formulated without being
consulted on the subject. The cleansing is
not undertaken to annoy them, as we have
heard some say, but to try to save them from
death by plague, and if they will only
cheerfully aid the authorities in their work
they will find matters much less troublesome
than if they offer opposition.

The Sanitary Department certainly have
a big task before them and will have all
their work cut out to carry it through suc-
cessfully. One great disadvantage under
which they will labour is the shortage of
water. Where the water for the flushing of
drains and cleansing of premises is to come
from we do not know, for it stands to reason
that our scanty stock in the reservoirs can-
not be drawn upon to any great extent.
However, it is no use crying over this at
present, and we wish the new departure
every success.

REUTER'S TELEGRAMS.
**THE NICARAGUAN CANAL
TREATY.**
LONDON, November 19th.
The new Nicaraguan Canal treaty does
not discriminate in favour of United States
shipping, all nations sharing alike in the
privileges obtained. Great Britain leaves the
United States sole guarantor of the neutral-
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**THE REINFORCEMENTS FOR
SOUTH AFRICA.**
In addition to the regulars to be sent to
South Africa, it is expected that about a
dozen Militia battalions will be selected from
those volunteering for active service.

WAR FINANCE.
Parliament will probably reassemble on
the 16th January, due to the necessity for
further financial provision for the war in
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THE 21ST LANCERS.
Only a draft from the 21st Lancers has
been ordered to the Cape.

LOCAL AND GENERAL.
H.M.S. *TALBOT* arrived at Woosung on the
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THE GERMAN GUNBOAT *TIGER* arrived
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A NAVAL BRIGADE of several hundred men
with guns, was landed at Kowloon this morning
for manoeuvres. The handy men, as is always
the case, looked fit for anything.

THE HAICHING was alongside the Kowloon
wharves this afternoon embarking the Rajputs
and their baggage, for passage to Tientsin, where
they are to relieve the Hongkong Regiment.

IT'S AN ILL WIND that blows nobody any
good, and doubtless the Dock Company share-
holders, and the lawyers too, are chuckling at
the nice little pickings that will come from
yesterday's collision.

REBELLION is flourishing in Kwangai, we
hear, and a party of Englishmen proceeding up
the West River in a houseboat, some two weeks
back, had at one time to have an escort of a
hundred Chinese braves to guard them from
the rebels.

A SERIOUS GRASS FIRE occurred yester-
day on the hillside at Little Hongkong, and
before the Police, Afforestation Depart-
ment, and coolies at Aberdeen could quench
the flames, between four and five thousand trees
were destroyed.

THE CAP-SUI-MUN murder trial occupied
the attention of his Lordship A. G. Wise
throughout the whole of today, and when the
Court rose in the afternoon the evidence of the
prosecution was only just finished. The defence
will be taken to-morrow, and it is expected that
the jury will give their verdict about mid day.

THE EMPIRE COMEDY COMPANY.—We
would remind our readers that this strong
theatrical company opens at the Theatre Royal
to-morrow evening. If the performance is all
that the management claim it to be, then Hong-
kong is sure of a theatrical treat and the Empire
Comedy Company of a successful season.
Booking is now proceeding apace at the Robin-
son Piano Company's office.

**COTTAM & CO. NEW SCARVES and
TIES.**

**COTTAM & CO. FOOTBALL KNIC-
WEAR.**

**COTTAM & CO. PYJAMAS for AUTUMN
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THE EMPIRE

which arrived from Manila about a week ago with a cargo of sugar and wood consigned to Messrs Meyer and Co., will be unable to leave for the present. Her pumps were kept going throughout the whole of the night so it is evident she sustained serious damage in the bows below the water line. The Water Police, under Inspector Riley, were quickly afloat and stayed alongside the craft during the night.

This morning and afternoon many hundreds of people went to view the unusual sight to be seen just off the shore. The mast and funnel of the submerged steamer are visible above the water, and afforded a topic of conversation for many of the passengers crossing the Harbour by the Star Ferry.

The Harbour Master has issued a notice to mariners stating that the *Skranstad* lies sunk about 200 yards off the shore between Quarry Bay and North Point, where she is heading to the Northward with her stern and about one third of her length above water. Two bright lights, horizontal, will be displayed at night from her fore rigging.

On enquiry at the Post Office we learn that the *Skranstad* had on board a bag of mails and some loose letters from Amoy, which have not been recovered yet.

THE BREITSCHUCK-MARQUARDT CONCERT.

On Wednesday next we shall have the long expected treat of hearing two artists, who have lately caused a stir in the centres of the East. Herr Johann Marquardt, Violinist, and Madame Breitschuck-Marquardt, Harpist, have appeared everywhere with great success and we doubt not, but that Hongkong will be equally interested in hearing two artists, who thoroughly understand the art of presenting a musical programme which pleases every taste. We have never heard the harp in Hongkong, and Mme. Marquardt brings to us an instrument of special interest, it being the largest and handsomest yet made, and received the first prize in the Paris, Antwerp and Chicago exhibitions. The player thoroughly masters the instrument and the effects produced are wonderful. Herr Marquardt will play several solos never heard in this city, viz: Prelude and Fugue by Bach, and Fantasia on Sextett from Lucia, both being unaccompanied, there will also be other numbers with piano, harp and violin duets, vocal numbers with obligato, etc. The programme will be published in due course.

CORRESPONDENCE.

[We do not necessarily endorse the opinions expressed by Correspondents in this column.]

CHARITY.

TO THE EDITOR OF THE "HONGKONG TELEGRAPH." DEAR SIR,—I trust you will grant me space to endorse your leader in last night's issue dealing with the question of life in Hongkong. You say that "the whole life of Hongkong may be summed up in two words—Dollars and Sport." It is a humiliating confession to have to make but I think you are quite right in your statement. Judging by His Excellency's remarks at the laying of the foundation stone of the New Tung Wah Hospital, one would naturally think that the people of Hongkong were proverbial for their liberality and charity. His Excellency pointed out that since the South African War Fund Hongkong has subscribed \$433,000, but it must be recollected that His Excellency acted—if I may so express it—as the figure head of the various Funds. If His Excellency had kept in the background there would probably have only been a few dollars subscribed by the Hongkong public.

There is, without doubt, a great deal of local charity, but it is dispensed in a quiet and unostentatious manner by the missions and societies which are actuated by real charitable motives. Take the Queen Victoria Memorial Fund for instance. Many months ago Mr R.K. Leigh wrote to the press suggesting a memorial to the late Queen. The letter passed without comment and no notice was taken of it, nor do I think, was a ten cent piece raised in aid of the proposed Fund. But what a difference when the notification of the Governor appealing for subscriptions appeared in the *Gazette*! How the subscription list filled up! The subscription list was, of course, published in the daily press, and there appeared the names of the people whom His Excellency would call "charitable" and "liberal"! And so it is with every other Fund which His Excellency takes an interest in. But, alas, the Fund must be either initiated by the Home Government or in aid of foreigners. To obtain the open approval of the Governor, we never hear of His Excellency suggesting the raising of a Fund towards any of the local charities, societies, or missions which are in need of funds, but if a disaster happens to a number of aliens who murder and torture our missionaries and despise us, it then that an appeal is made for money. Is this real charity? I always thought that charity began at home. A few months ago the former man of the Sanitary Board, with his children, died from plague contracted in the discharge of his duty; the Government gave the widow \$200, I think it was! There was no talk of raising a subscription in aid of the widow. Such people are, deserving of no sympathy?

A few more words and I will conclude. On Friday last a widow, 20 years old, apparently of European nationality, was convicted of the theft of a gold ring valued at \$40, the property of the Victoria Gaol matron. The evidence showed that her husband died about two months ago, penniless, leaving absolutely nothing for the support of his widow and child. Having spent all her money, she obtained a situation as a waitress in the Gaol, but owing to her salary being insufficient to provide for the needs of her six weeks old baby, she stole the ring and pawned it for \$4. She was sentenced to six weeks imprisonment. I think

His Excellency will agree with me that this is a very pathetic case and deserving of charity. But who is likely to come to the help of the girl with her infant child on her release from Gaol? Are any of the gentlemen whose names figure so conspicuously in the lists published in the press of subscribers to a Fund which has the honour of having His Excellency as its figure head likely to aid her? I laugh the thought to scorn and would as soon expect to see the sun turned into a cheese! Unless a local mission or charity comes to the poor girl's help what a black future awaits the widow with her infant child!—A convicted criminal; no one will employ her and—*faute des secours*—*Adieu*!

But what a satire on our boasted civilization and Christianity is the story of this girl's recent experiences. She was in Hongkong, with a child, and without a cent in her pocket, without any fault of her own. We can in a few, a very few, months collect \$433,000 for various charities, but have no money or time to waste on relieving deserving local wants and suffering! "The poor we have always with us," so let us help the poor of other nations! Let us not be disheartened. In a few days His Excellency will, as he informs us, ask for subscriptions for Chinese in the Yangtse Valley. There will be a chance to show our 'charity' and 'liberality'!

Yours, etc.,

ANTE CANT.

Hongkong, November 21st, 1901.

LEGISLATIVE COUNCIL.

A meeting of the Legislative Council will be held on Monday, 25th October, at 3 p.m.

BUSINESS.

1. Financial Minute. (No. 64 to 68.)
2. Report of the Finance Committee. (No. 13.)
3. Report of the Public Works Committee. (No. 6.)

4. Motion.—That the Standing Rules and Orders of this Council made in pursuance of Article XIX of the Royal Instructions of the 19th day of January, 1888, and dated the 9th day of June, 1890, and amended by the Legislative Council on the 11th day of June, 1900, be further amended as follows:—

That No. 10 of the said Rules and Orders be amended by removing the words "on receipt" following the word "Clerk" in paragraph 5, and inserting therebetween the words "shall" and "be" on the first line, and that the words "of the Council" be inserted after the word "Clerk."

ORDERS OF THE DAY.

1. First reading of a Bill entitled an Ordinance to amend the Births and Deaths Registration Ordinance, 1896.
2. First reading of a Bill entitled an Ordinance to further amend the Law relating to Dangerous Goods.
3. First reading of a Bill entitled an Ordinance to facilitate the investment of Trust and other funds in the United Kingdom, in Hongkong Government Securities.
4. First reading of a Bill entitled an Ordinance to authorize the Hongkong Rope Manufacturing Company, Limited, to construct a Tramway within the Colony of Hongkong.
5. First reading of a Bill entitled an Ordinance to further amend the Chinese Emigration Consolidation Ordinance, 1889.

N.B.—A meeting of the Finance Committee will be held immediately after the Council.

CANTON NOTES.

PROPOSED NEW CONCESSION.
(From Our Own Correspondent.)

CANTON, November 19th.

There seems to be no doubt as to the truth of the report, which has been spreading for the last few days, to the effect that foreigners requested the Chinese Government through the Viceroy to, for a lease of part of the island of Honam. As all who have been to Canton will remember, this island divides the front from the back reach of the river at Canton and for some distance down toward Whampoa. I understand that it is the Canton end of the island that has been asked for.

The applicants are supposed to be the French, German, American and Japanese Consuls. Having received the request the Viceroy, naturally, submitted the same to headquarters, I judge from his friendly attitude towards foreigners and reform, with a favourable comment thereon; but a wire was sent in reply saying, "Defend the boundaries—those are your orders."

The Viceroy is not a strong man physically, and the answer from the Court brought on an attack of Saemoptysis. All those who are deeply interested in China and her fate will sympathise with a man in his unenviable position, who, when he is maintaining the most friendly relations with foreigners and is anxious to do his part to save his country from ruin, is ordered by the Empress, in so many words, to resist with an armed resistance any anticipated aggression—even though it be for purposes of trade.

The only course open to him was that which he took. He definitely resigned, it is said, stating that his health was such, in spite of his month's holiday granted him, that there was no hope of permanent recovery and that, therefore, he would not be able to carry on his duties as Viceroy of the two Kwangs any longer.

Whether there has been any reply to To's resignation from the court, and if so, what the nature of the reply was are things at present unknown by the public. Now, as To is adjudged to be second to none of the Viceroy for his enlightenment and his courage in memorialising the throne, it will be a distinct loss to China should his resignation be accepted, or should he die soon of the disease which threatens him. As regards the Empress, she evidently has much to learn.

THE TRADE COMMISSIONER.

A WEST RIVER TRIP.

Sir J. Lyle Mackay, K.C.I.E., accompanied by Messrs. Henry Cockburn, C.M., J. W. Jameson, C.S., Somerscocks and W. H. Clark, members of the Commission appointed for the adjustment of the Customs Tariff and Commercial Treaties, went from Canton to Wuchow in the s.s. *Sainam*, returning to Canton on the 19th and leaving the same day by the *Lungshan* for Macao. This is the commencement of a round of visits to all the Treaty Ports, in order to gather information for the work of the Commission.

AT THE MAGISTRACY.

November 21st.

DISORDERLY SOLDIERS.

Ptes. James Tranter, John Smith, and William Book, of the R.W.F.'s were charged with unlawfully behaving in a disorderly manner in No. 36, Praya East, and the first defendant was further charged with damaging a lamp, value \$3. Tranter had to pay a total of \$8, and Smith and Book \$3 each.

NO LIGHTS.

Fifteen Chinese boatmen were each fined \$3 for failing to exhibit bright-lights in their boats between sunset and sunrise.

FIRE AT SHANGHAI.

At ten minutes to seven yesterday evening, says the *N. C. D. News* of 15th instant, the fire alarm sounded, for an outbreak in West Hongkong. A fire had broken out in the middle of a block of old Chinese shanties at the corner of Boone and North Chikiang Roads, in an open space directly opposite the Mixed Court. The only good approach to the place was by way of Nanking and North Chikiang Roads, but unfortunately most of the Brigade Companies took the more difficult route through the Boone Road, with its awkward corners and narrow passages. From the beginning the fire blazed merrily and soon got a good hold, the walls of the buildings burning like matchwood. Inspector Bourke, of the West Hongkong Police Station, quickly got the Station hose to work, and immediately afterward the Hongkong truck arrived. Then followed the Deluge Company, and afterwards the Victorias and Mi-ho-loongs. Unfortunately the Mi-ho-loong hook-and-ladder truck was unable to get near the fire on account of the narrow lanes. The buildings were really not worth saving; they have long been an eyesore in that locality and should have been pulled down long ago to make way for a really good approach to the Mixed Court from the Hongkong side. In spite of this, however, the Fire Brigade went to work with a will, and in a surprisingly short space of time had got the flames well under control. There was not much left to save and most of the buildings—consisting of some thirty or forty hovels—were completely destroyed. A fairly strong breeze was blowing, however, from a northerly direction, and had it not been for the excellent services of the Fire Brigade the fire might have caught another block a few yards away on the south side. Shortly after eight o'clock the flames were extinguished and the majority of the Companies were able to reel up, leaving the Hongkong Company in charge, with their own hose and that of the Police. It should be mentioned that the Brigade had to work under great difficulties. The scene of the fire was just at the end of the main, very long lengths of hose had to be used, and the pressure was consequently at a minimum. The property was Chinese-owned and, we believe, was not insured.

THE SULTAN OF TURKEY.

A PHYSICAL WRECK.

The Sultan of Turkey has attained a notoriety beyond that which is the natural prerequisite of his position as reigning Sultan, and this notoriety has grown with the years.

Abdul Hamid has for years past shut himself away in his palace as far as might be from human ken, but inside the walls of his self-selected prison 2,000 human beings draw breath, and it is not wonderful that facts have leaked out concerning the recluse. The man is all nerves. He quivers at a sudden noise; he has an imagination wonderfully developed; he has not sleep, save in a lighted room, for he is possessed by a terror of the dark. It is said that as far as diplomacy is concerned he not only copies Machiavelli secretly as his great model, but confesses openly to an admiration of the methods and character of the subtle Italian. As to the portraits of the Sultan which appear in the illustrated weeklies, it is stated that they do not represent him as he is at the present time. No picture—those who have seen him recently say—can in any degree produce the impression which he gives to his visitors. All physical comfort has deserted him; for years he has endured the agonies of a child that is afraid of the dark. A more hopeless, joyless, nerve-wrung wreck does not exist.

DOGGED BY FEAR.

He is in the position of a man frenziedly fighting the unseen. Terror of assassination pervades him.

Always beset with a tendency towards the excessive suspicion which has now become ingrained in his nature, Abdul-Hamid has allowed his fancies to swamp his reason. Each succeeding year has left him more and more subject to his abnormal capacity for emotion. He has become a mere tissue of over-sensitive nerves. His physical development wanes from month to month. He is probably, despite fine linen and purple raiment, quite the most miserable person beneath the sky. It is difficult then, with a man that French diplomacy has been dealing. It is with what is left of what was once a man.

Auction.

PUBLIC AUCTION.

CURIOS! CURIOS! CURIOS!!!
The Undersigned have received instructions to Sell by
PUBLIC AUCTION,
FOR ACCOUNT OF THE CONCERNED,
on
SATURDAY, the 23rd November, at 11 A.M.,
within the Rooms on the Second Floor
above their SALES ROOMS, No. 20,
Des Vaux Road.

A CHOICE COLLECTION OF
JAPANESE WORKS OF ART.

Comprising:
IVORY CARVINGS, OLD IVORY and
WOOD NETSUKES, GOLD LACQUERS,
OLD and NEW BRONZES, HANDSOME
INLAID PANELS and SCREENS, SILVER
and COPPER CLOISONNE WARES,
ANCIENT and MODERN SATSUMA and
IMARI CERAMICS, including:—

A Famous OLD DAIMIOS BUREAU
with CREST, a CARVED PANEL and an
INLAID SCREEN, of WONDERFUL
WORKMANSHIP, &c., &c., &c.

Open for Inspection in the Rooms above-mentioned from To-day.

Catalogues will be issued on THURSDAY, the 21st instant.

The sale of this collection offers an opportunity to secure specimens of Japanese Art becoming rarer every day.

TERMS—As Usual.

HUGHES & HOUGH,
Auctioneers.
Hongkong, 18th November, 1901. [1246c]

Insurances.

"Strongest in the World."

Assets:	Surplus:
305	68
Millions	Millions
GS.	GS.

There is No Other Just as Good

EQUITABLE LIFE

DEATH CLAIMS.

Paid Within One Day:
1896.....99.3 per cent.
1897.....99.4
1898.....99.4
1899.....99.8
1900.....99.8
1901 (first half) 97.3

This record should appeal to every man who contemplates making provision for his family by means of life insurance.

F. KIENE,
Manager,
Hongkong.

Hongkong, 2nd November, 1901. [1995c]

"L'UNION"

FIRE INSURANCE COMPANY, LD.
(Established 1828).

THE Undersigned, having been appointed GENERAL AGENT for the above Company, is prepared to ACCEPT RISKS at current rates.
Claims settled direct without reference to the Head Office.

A. R. MARTY,
Agent.

Hongkong, 5th July, 1901. [1712c]

NORTH GERMAN FIRE INSURANCE
COMPANY OF HAMBURG.

THE Undersigned AGENTS of the above Company are prepared to accept First Class FOREIGN and CHINESE RISKS at CURRENT RATES.

SIEMSEN & Co.
Hongkong, 28th May, 1901. [16c]

Intimations.

WANTED.

THE Services of EIGHT EUROPEANS under thirty-five years of age of fair education are required immediately as TEMPORARY INSPECTORS OF NUISANCES.

The Salary including Rent allowance will be \$125 a month.

For further Particulars, apply personally to the MEDICAL OFFICER OF HEALTH at the Offices of the Sanitary Board, Beaconsfield.

Applications should be forwarded to the Secretary before the 23rd instant.

By Order,
G. A. WOODCOCK,
Secretary.

Sanitary Board Office,
14th November, 1901. [1249c]

THE HONGKONG STEAM WATER
BOAT CO., LIMITED.

NOTICE TO SHAREHOLDERS.

THE FIRST ORDINARY YEARLY MEETING OF SHAREHOLDERS in the above Company will be held at the COMPANY'S OFFICE, 20, Des Vaux Road, on MONDAY, the 25th day of November, at NOON, for the purpose of presenting the Report and Statement of Accounts to the Shareholders.

The TRANSFER BOOKS of the Company will be CLOSED from the 15th to the 25th instant, both Days inclusive.

J. W. KEW,
Manager.

Hongkong, 14th November, 1901. [1232c]

HONGKONG FIRE INSURANCE CO.,
LIMITED.


NOTICE.

NOTICE is hereby given that SCRIP CERTIFICATE No. 2715 issued on the 11th day of March, 1890, for TWO SHARES numbered 4491 to 4492 in the above Company standing in the Name of Mr. DONALD FRASER of Yokohama (now deceased) has been LOST, and should the same not be produced before the 2ND DECEMBER NEXT, a NEW SCRIP CERTIFICATE will be issued to the Executors of the said DONALD FRASER, deceased, and no transaction taking place under the said Scrip Certificate No. 2715 will be recognised by the Company.

JARDINE, MATHESON & Co.,
General Managers.

HONGKONG FIRE INSURANCE
CO., LIMITED.
Hongkong, 18th November, 1901. [1247c]

Intimations.



RAINIER BEER

The Strong Chain
of evidence of satisfaction that comes from each new place in which

RAINIER BEER

is introduced, proves its merit. The three points in its favor are purity, wholesomeness and a better flavor than any other beverage.

SOLE AGENTS:

A. S. WATSON & Co.,
LIMITED,
THE HONGKONG DISPENSARY.

Hongkong, 21st September, 1901. [1028c]

NEW PATENT SODA-WATER-MACHINE.

Especially suitable and a real necessity for Hotels, Hospitals, Barracks, Officer's Messes and Private Messes, Families in Up-

country places, Mission Stations, and for Passenger Steamers.

The most simple and efficient machine yet invented for the manufacture of all kinds of Aerated Waters, Lemonade, Fruit Lemonade, Champagne Cyder, &c., &c., &c.

The machine is worked by hand, can be attended to by any ordinary native servant and manufactures Aerated Waters of best quality at enormously cheap prices.

LEOPOLD SPATZ & CO.

Hongkong, 29th July, 1901. [1735c]

INCANDESCENT GAS LIGHT.

The attention of consumers is drawn to the fact that the Undersigned, being Sole Agents for

DR. AUER VON WELSBACH Co.,
VIENNA,

THE INVENTORS OF INCANDESCENT GAS LIGHT.

ARE SELLING THE ONLY GENUINE MANTLES,

The Price of which has been reduced to

FIFTY CENTS per piece.

BEWARE OF INFERIOR IMITATIONS!

KRUSE & Co.,

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PETER SYS' WONDERFUL SPECIFIC.

THE only remedy at present known as an INFALLIBLE and PERMANENT CURE for SPRUE, DYSENTERY, DIARRHOEA, HEMORRHOGE and ULCERATION of the BOWELS.

Recommended by some of the Chief Specialists of the Medical Profession.

Sold retail by all Chemists and Wholesale

by

THE PETER SYS COMPANY,

(Proprietors and Sole Manufacturers)

9, Old China Street,

Shanghai.

[21c]

W. BREWER & Co.

A Nice Christmas Present: The Chinese Soldier and Other Sketches, with Photographs, by Alfred Cunningham; in Cloth Case\$2.00

A very choice selection of CHRISTMAS and NEW YEAR CARDS, for Home Mails, closing Nov. 22nd and 29th.

BROWN'S NAUTICAL ALMANAC 1902. SMITH & LETTS' DIARIES.

Hongkong, 20th November, 1901. [689c]

THE VICTORIA DISPENSARY, HONGKONG.

AERATED WATERS.

SIMPLE AERATED WATER. SODA WATER.

LEMONADE. GINGER ALE.

SARSAPARILLA. RASPBERRYADE.

TONIC WATER. LEMON SQUASH.

SPECIAL TERMS to Hotels, Clubs, Messes and other large Consumers.

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UNTOUCHED BY HAND.

MELLIN'S FOOD

For INFANTS and INVALIDS.

When prepared is similar to Breast Milk.

MELLIN'S FOOD WORKS, FECKHAM, LONDON, ENGLAND.

COTTAM & CO. CRICKETING HATS

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which is well understood in more parts of Russia than might be supposed from what one sees in print about that country. The Governor-General of the Amur territory was compelled to turn his attention to these dangerous "New Californians." He sent a trustworthy official to investigate, a gentleman well versed in the laws, and then after holding the post of Prosecutor. Apparently this emissary found "New California" a good place for a needy official armed with special powers, for it is told how he played cards, and always won, with the settlers, and generally made friends. There was also more than a suspicion of something exceeding good fellowship, and, on the whole, it is evident the Republic gave a Royal welcome to its first official guest. When the time came to go back, it appeared that this gentleman thought to carry off his gains and forget the other incidents. He did eventually get back to his Chief, and his story was not uninteresting.

"New California," he reported, was a regularly organized republic of some three thousand persons, all armed. It was openly engaged in gold-mining and trading in uncoined gold (which then involved penal servitude), and it paid no heed to his authority, nor did it heed the Chinese, upon whose territory it was situated. It had a prejudicial influence upon loyal Russians in the Amur territory; it sold them gold and used the Government telegraph freely and openly in its transactions, gold for this purpose going by the name of "meal" or "flour." It also held a large section of the Imperial post-road in terror, and made deals in illicit gold with travellers who sometimes disappeared for ever. It had no religion to speak of, but a satisfactory form of government, with a public-meeting-house, and an elected President whose power was wielded according to the views of the wishes of the majority. This President (the first and last) was a young man named Vassi (?), who had arrived a few years before from Odessa to act as clerk to a firm in Blagovensk. They had received him, the Procurator, very well, but had declined to recognize his authority. So long as he would be boon companion and play at cards with them, all was well, but when he wanted to leave without promising to hold them blameless before the Governor-General they had given him twenty-five lashes and emptied his pockets before setting him over to the Russian side of the river Amur.

Baron Korff was the Governor of those days, and an able Russia has probably never had. Korff sent an aide-de-camp—if I am not mistaken it was a Prince Wittenstein—to Ignashina with certain instructions, in obedience to which the aide-de-camp wrote a nicely worded invitation to President Vassi to come over and confer upon affairs of State. The young President was flattered at the form of the note, but declined to trust himself in the camp of the enemy. After negotiations enough to settle the visit of a Crowned Head, some satisfactory promises were made—what they were, there are reasons why no one will ever know—and President Vassi came over to confer with the Governor-General's wily aide-de-camp. Of course he never returned, and the last heard of him was in Irkutsk, but but whether bound thence no man knows. As the President of an independent Republic his destination would naturally be to exalted spheres in St. Petersburg, where, as there were no Odessa clerk who had dared to proclaim a Republic under the very nose of the Czar, he was probably incarcerated in that living tomb, the Peter and Paul Fortress. And for anything I or any other but the Czar and two or three at most of his servants know, the "President of New California" may still be meditating in some dungeon of that terrible Bastille upon his three years' tenure of power. After the capture of the President, the "Republic" was dispersed by a large force of Chinese troops, which Korff caused to be put in motion from Peking.

IS OUR CIVILIZATION A FAILURE?

If there is to be a return to the decencies of civilization in the so-called Anglo-Saxon race or any other (there is apparently nothing to choose between the competitors, for the French and German and Russian participants in the Chinese war seem to have taken the lead in all manner of conceivable or inconceivable cruelty), there will have to be some new development of the primary virtue of doing as one would be done by. That formula is commonly called by Anglo-Saxons "The Golden Rule" and like so many golden articles it is treated as much too fine for daily use. "What has become of the Golden Rule?" asked a Jewish correspondent of Mark Twain, with regard to the anti-Semitic mania in Austria. "It exists," was the answer. "It continues to sparkle, and is well taken care of. It is Exhibit A in the Church's assets, and we pull it out every Sunday and give it an airing. But you are not permitted to try to smuggle it into this discussion, where it is irrelevant, and would not feel at home. It is strictly religious furniture, like an acolyte, or a contribution-plate, or any of these things. It has never been introduced into business; and Jewish persecution is not a religious passion, it is a business passion." Add that it is a racial passion, and the case is seen to be on all fours with those we have been discussing. The spirit of race seems to make any aggressive anarchist towards any other, provided only that one aggregate is large, and the other apparently too small to defend itself. The American people, who still declaim about their glorious revolution, are no more ashamed of the transaction of buying the people of the Philippines like cattle, and then slaughtering them into submission, than of the three-hundred annual lynchings of negroes in the South.—*New Age*.

GIRAULT'S GREAT SPECIALTY, COFFEE, grown on the PREMISES.

COLONEL VILLEBOIS-MAREUIL'S NOTES ON THE BOER WAR.

In spite of the somewhat fatuous introduction which prefaces the translation just issued of the diary kept by the French "Soldier of Fortune" when in South Africa, one is inclined to think after its perusal (says an English paper) that Colonel de Villebois-Mareuil owed his notoriety rather to his nationality, and the manner of his death and burial, than to any patent military genius displayed by him during the campaign. Those who have been privileged to read the orders which he issued to his small commando the day before his death will already have formed this opinion. These notes are only a rough diary, kept under the stress of campaign, and as such should not be taken too seriously, especially as the sad fate which overtook the author left him no opportunity to moderate or revise conclusions which, to say the least, must have been arrived at without due deliberation. The letters are typically French, and the reader will find in them, almost on every page, some insight into the character of the author—a vain, disappointed, cynical old man; yet, when he can get away from his rooted dislike for the British, his contempt for the apathy of the Boer, and his pique at the spirit in which they received his advice, a courteous gentleman, with all a Frenchman's love and appreciation of the picturesque and beautiful. Although his notes convey little information of either strategic or tactical value, yet they will furnish pleasant reading to all who have taken an interest in the campaign. The pictures which he draws of the original Boer commander are perhaps the most valuable of the notes. His admiration for Cronje and Louis Botha is as forcibly expressed as his contempt for General Joubert, Schalk Burger, whose maintenance at Ladysmith the Colonel calls an anomaly, and the Generals commanding outside Kimberley, who refused to carry out the rather desperate plans with which he furnished them. It is apparent from the entries in the diary that Colonel de Villebois-Mareuil went from laager to laager, and during the few months that he was at the front he covered a vast deal of country, furnishing the Boer leaders with advice and schemes for defence and assault. Apparently he was listened to with every courtesy, but there is a note of complaint throughout his diary that deference shown to him went no farther than courtesy. His vanity was touched, but it carried him through, in the belief that, although no open avowal of the fact was made, many of the Boer successes were, nevertheless, based upon his advice. But, although he is ever ready to acknowledge the civility and kindness of the Boers, yet he finds it impossible to keep his contempt for their military progress below the surface. It appears constantly in passages like the following:—

"The impossibility of not taking advantage of Buller's inaction worries and distresses me. But the Boers are not men you can influence; you must accept them as they are—good qualities and obstinacy combined." Then when they have picked him more than usually he murmurs in cynical vein:—"Their presumption gives way now only before God." His contempt for the Boers' adversaries is even greater and is revealed in a score of biting sentences:—

"True, face to face with adversaries of the strength of the English, defence alone will suffice." Again, "If the Boers had other adversaries than the British, the enemy might strongly take advantage of these delays." In the following passage there is expressed on one leaf of the diary the full measure of the author's bias against us:—

"People will never understand this war, its duration and the extraordinary success of this passive defence, if the English army is described as an European army. It is an army without energy, or ideas, or tactics, or moral—I refer to the rank and file; an army which remains stock-still opposite the Boers because it has neither sufficient worth to do anything nor enough endurance to abandon its comfort for a matter of three days. It is a fine thing to demoralise a nation by degrading the military calling to the lowest degree; but since empire in this world is kept by force, let those who abdicate the one cease before the other—let them take a subordinate position!"

But the Colonel is not even consistent, and bases most of his most sarcastic conclusions upon inaccurate information. When one realises the childish glee with which the Colonel accepts the command of three score men, and remembers the tragic termination to his brief command, one feels that there is something very pathetic in this diary of a garrulous and courtly old gentleman, whose vanity led him into the belief that he was a great soldier.

THE BUSINESS DOCTOR.

A business of a decidedly novel character has just been started in New York. It may be more easily defined as the business doctor. This physician, who practises without a diploma, employs his time in diagnosing the conditions under which business houses work, and suggesting remedies to improve those conditions. An example will show the way in which he works. In one of the largest stores in the city he found that the partners got down about to close and opened all the letters together. With the enormous correspondence the opening of the letters naturally caused a waste of a good deal of time. He therefore advised the employment of a lady at a salary of £300 a year to open the letters before the partners arrived, sort them, and give to each member of the firm his own letters so that he could deal with them at once. His prescription was taken, and, in spite of the large salary paid, it has been found profitable. He then went off to examine into the working of the shop, and found that while some of the employees were receiving too large a salary, others were getting too little. Once again his recommendations were put into effect, with the result that the firm's work is now being done better and at a cheaper rate. He charges at least £10 a day for his work, and it need hardly be said that he only recommends, and cannot insist on his suggestions being put into effect.—*Liverpool Post*.

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GO TO THE KOWLOON HOTEL,
J. H. DOWNS, Manager. J. W. OSBORNE, Proprietor.
THE BAY VIEW HOTEL.
Very best brands of Wines, Beers and Spirits only kept. Private dinners, a specialty.
Under entirely new management.
J. LACOCK.

METROPOLE HOTEL.
Convenient distance from town, delightful situation.
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SWATOW HOTEL,
SWATOW.
VISITORS to Swatow will find comfortable and well furnished accommodation. Shooting parties will find every facility. House Boat, &c., everything to secure comfort as well as sport. Cuisine Excellent, Prompt Attention, Billiards, Music Saloon. Terms moderate.
F. HYDE, Proprietor.

VISITORS TO SHANGHAI
can obtain Superior Accommodation at Moderate Rates at the
HOTEL METROPOLE,
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Pleasantly situated Opposite the Race Course, (One Mile from Bund).
Spacious and well furnished Rooms en suite or single. An Ideal Residence in the hot season. Unexcelled Cuisine under the direct personal supervision of the proprietor. Billiard Room, Reception and Private Dining Rooms are replete with every Modern Comfort. Prompt attention given to all Letters and Telegrams. A Representative attends the arrival of all steamers.
C. A. BIDDLE, Proprietor and Manager.

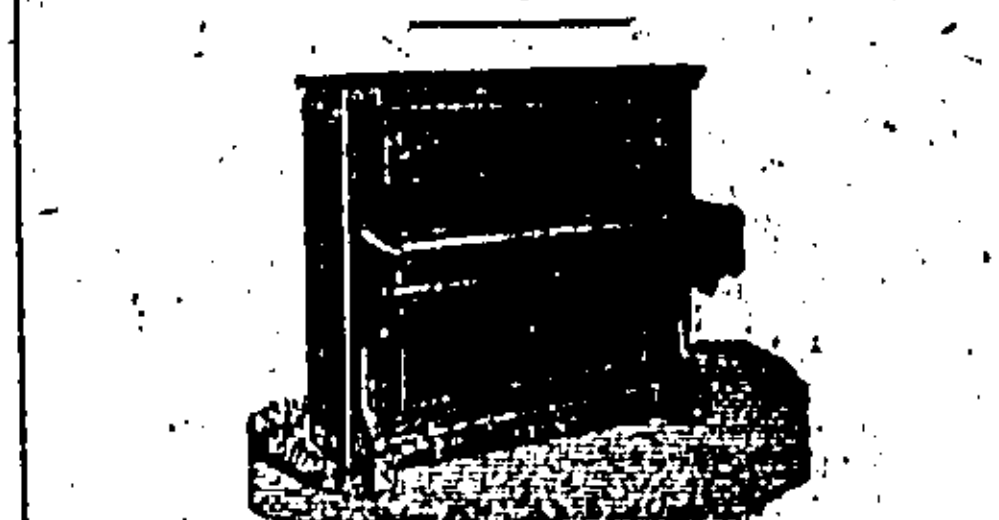
Intimations.
Diss & Gillings,
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HIGH CLASS TAILORS AND BREECHES MAKERS.

Are now showing a large and varied assortment of materials suitable for the present season.
Hongkong, 1st November, 1901.

E. C. WILKS & Co.,
MARINE ENGINEERS, SHIP CONTRACTORS AND SURVEYORS.
Collisions and Damages Surveyed for Insurance Companies, Ships' Designs and Specifications Prepared.
Office: 9, Queen's Road Central.
Hongkong, 8th November, 1901.

WING CHEONG.
DEALERS IN JEWELLERY, PEARLS, DIAMONDS, JADESTONWARE, CURIOS, SILKS, CARVED IVORYWARE, AND GRASSCLOTHS, AND GENERAL EXPORTERS.
No. 35, Queen's Road Central, Next Door Messrs. LANE, CRAWFORD & Co.
Hongkong, 20th November, 1901.

THE ROBINSON PIANO CO., LIMITED.



PIANOS.
MONTHLY PAYMENT SYSTEM.
Hongkong, 19th August, 1901.

NEW VICTORIA HOTEL.
ROTISSERIE, Meals a la Carte.
CHOPS, STEAKS, etc., etc., at any time, between 7.30 a.m. and 11 p.m.
Monthly Dinner at Moderate Rates.
Madras & Farmer, Proprietors.
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WATCH MANUFACTURERS, STEAM FACTORY ESTABLISHED 1864. ST. IMIER, SWITZERLAND.
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REPAIRS OF WATCHES AND CLOCKS by competent Egyptian experts at Moderate Rates.
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CHRONOMETER, WATCH, AND CLOCK MAKERS, JEWELLERS, SILVER SMITHS, AND OPTICIANS.
CHARTS AND BOOKS, NAUTICAL INSTRUMENTS.
Sole Agents for Louis Audemars' Watches awarded the highest Prize at every Exhibition, and for Voigtlander and Sohn's CELEBRATED OPERA GLASSES, MARINE GLASSES and SPYGLASSES.
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Under entirely new management.
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Nos. 54 & 56, Queen's Road Central.

Hotels.
NIPPON YUSEN KAISHA.
(THE JAPAN MAIL STEAMSHIP COMPANY).

PROJECTED SAILINGS FROM HONGKONG,—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
ROSETTA MARU	{ NAGASAKI, KOBE and YOKO }	TO-MORROW, 22nd Nov., at Noon.
N. Tate	HAMA	
KASUGA MARU	{ SYDNEY and MELBOURNE, VIA MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE }	TO-MORROW, 22nd Nov., at 4 P.M.
H. Fraser		
KAGA MARU	{ VICTORIA, B.C. and SEATTLE, U.S.A., VIA SHANGHAI, MOJI, KOBE and YOKOHAMA }	MONDAY, 2nd Dec., at 4 P.M.
J. W. Eckstrand		

* Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at Prince's Building, 1st Floor, Chater Road.

A. S. MIHARA, Manager.
Hongkong, 15th November, 1901.

COMPAGNIE DES MESSAGERIES MARITIMES.
PAQUEBOTS-POSTE FRANCAIS.
NOTICE.
STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, BOMBAY, ADEN, EGYPT, MARSEILLES, MEDITERRANEAN, AND BLACK SEA PORTS, LONDON, HAVRE, BORDEAUX.

PORTS OF BRAZIL AND RIVER PLATE.
ON MONDAY, the 2nd December, 1901, at 1 P.M., the Company's Steamship "ERNEST SIMONS," Captain Vaquer, with Mails, Passengers, Specie and Cargo, will leave this Port for MARSEILLES, via BOMBAY.

This Steamer connects at COLOMBO with the s.s. *Oceanic*, which vessel takes on her Passengers and Mails leaving that Port on the 14th December, Direct to Suez, Port Said and Marseilles.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till Noon. Cargo will be received on board until 3 P.M., Specie and Parcels until 3 P.M., on the 1st December. (Parcels are not to be sent on board; they must be left at the Agency's Office.) Contents and Value of Packages are required.

For further Particulars, apply at the Company's Office.

P. DE CHAMPMORIN, Acting Agent.
Hongkong, 20th November, 1901.

CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.

IN CONNECTION WITH THE ATCHESON TOPEKA & SANTA FE RAILROAD CO.

PROPOSED SAILINGS FROM HONGKONG.

VIA SHANGHAI, INLAND SEA OF JAPAN, KOBE AND YOKOHAMA.

FOR VICTORIA, B.C. AND TACOMA, IN CONNECTION WITH NORTHERN PACIFIC RAILWAY CO.

Steamers. Tons. Captains. Proposed Sailings.

Braemar 3,601 W. Watt Nov. 26

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The attention of Passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES OF THE UNITED STATES and to EUROPE.

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Excellent accommodation. First-class Table, DOCTOR and STEWARD'S carried.

Passengers to EUROPE may proceed by one of the first class ATLANTIC MAIL LINES.

HONGKONG TO NEW YORK £48.

The Railroad travelling is second to none on the American Continent; two trans-continental trains daily from TACOMA. DINING CAR is attached to trans-continental trains day and night; TACOMA to NEW YORK in 4 days.

Magnificent scenery off the ROCKY and CASCADE MOUNTAINS. The YELLOWSTONE NATIONAL PARK 18th.

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The best route to the KLONDYKE GOLD FIELDS. Frequent sailings from VICTORIA, TACOMA to YVER and ST. MICHAEL.

Rates of Passage to other Points on application. Special rates allowed to members of Government Service.

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Hongkong, 10th November, 1901.

REGULAR STEAMSHIP SERVICE TO NEW YORK.

VIA PORTS AND SURZ CANAL.

PROPOSED SAILINGS FROM HONGKONG.

"KURDISTAN" about 30th Nov.

"LENNOX" 15th Dec.

"OPONSAY" 31st Dec. 1902.

"AFRIDI" about 10th Jan.

"HILLGEN" 20th Jan.

"LOWTHER CASTLE" 31st Jan.

For Freight and further information, apply to DODWELL & Co., LIMITED, Agents.

Hongkong, 20th November, 1901.

Shipping—Steamers.

CHINA NAVIGATION COMPANY, LIMITED.

FOR	STEAMERS	TO SAIL
MANILA	"SUNGKANG"	23rd instant.
1LOILO and CEBU	"KAIFONG"	29th instant.
MANILA	"TAINAN"	30th instant.
PORT DARWIN, THURSDAY ISLAND, COOKTOWN, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE.	"TAINAN"	30th instant.

* The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. A duly qualified Surgeon is carried.

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FROM	STEAMERS	DUE
GLASGOW and LIVERPOOL	"ION"	22nd November, 1901.
	"DEUCALION"	25th "
	"PELEUS"	5th December, "
	"PATROCLUS"	15th "

HOMEWARDS.

FOR LONDON.

"MACHAON"	28th Nov., 1901.
"ACHILLES"	10th Dec., "
"GLAUCUS"	24th "
"DEUCALION"	7th Jan., 1902.
"PELEUS"	21st "
FOR LIVERPOOL (DIRECT), (Taking Cargo at LONDON RATES).	
"ION"	15th Dec., 1901.
"PATROCLUS"	15th Jan., 1902.

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NIPPON YUSEN KAISHA.

FOR MANILA.

THE Company's Steamship
"KASUGA MARU,"
(3,873 Tons Gross, Captain H. Fraser), will be despatched for the above Port, TO-MORROW, the 22nd instant, at 4 P.M.

This New Mail Steamer is specially constructed for service in the Tropics, and is provided with superior accommodation and with all modern fittings and improvements for the safety and comfort of Passengers. Electric Light and Refrigerator. Doctor and Stewardess carried.

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A. S. MIHARA, Manager.

Hongkong, 12th November, 1901. [1225c]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM TO YOKOHAMA AND KOBE.

THE Company's Steamship

"AUSTRIA,"

Captain Felner, will leave for the above places, on SATURDAY, the 23rd instant, P.M.

The steamer has capital accommodation for passengers. Electric light. A doctor is carried.

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Hongkong, 14th November, 1901. [1233c]

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FOR TAMSUI VIA SWATOW & AMOY.

THE Company's Steamship

"DAIJIN MARU,"

Captain T. Ogata, will be despatched for the above Ports, on SUNDAY, the 24th instant.

For Freight or Passage, apply to

THE MITSUI BUSSAN KAISHA, Agents.

Hongkong, 18th November, 1901. [126c]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Company's Steamship

"KUMSANG,"

Captain Butler, will be despatched as above on TUESDAY, the 26th instant, at Noon.

For Freight or Passage, apply to

JARDINE, MATHESON & Co., General Managers.

Hongkong, 19th November, 1901. [1254c]

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR ANPING VIA SWATOW AND AMOY.

THE Company's Steamship

"MAIDZURU MARU,"

Captain T. Saito, will be despatched for the above Ports, on WEDNESDAY, the 27th instant.

For Freight or Passage, apply to

THE MITSUI BUSSAN KAISHA, Agents.

Hongkong, 13th November, 1901. [126c]

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR ANPING VIA SWATOW AND AMOY.

THE Company's Steamship

"MAIDZURU MARU,"

Captain T. Saito, will be despatched for the above Ports, on WEDNESDAY, the 27th instant.

For Freight or Passage, apply to

THE MITSUI BUSSAN KAISHA, Agents.

Hongkong, 13th November, 1901. [126c]

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR ANPING VIA SWATOW AND AMOY.

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Consignees.

NORTHERN PACIFIC STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP "BRAEMAR,"
FROM TACOMA, VICTORIA, YOKO-
HAMA, KOBE, MOJI AND
SHANGHAI.

The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for Countersignature, and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

DODWELL & Co., LIMITED, Agents.
Hongkong, 15th November, 1901. [1453c]

STEAMSHIP "VILLE DE LA CIOTAT,"
COMPAGNIE DES MESSAGERIES
MARITIMES.

NOTICE TO CONSIGNEES.

CONSIGNEES of Cargo from London and Havre, ex s.s. *Guadiana*, from Bordeaux, ex s.s. *Ville de Cette* and *Ville de Bordeaux*, in connection with above Steamer, are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before NOON, TO-DAY, the 18th instant, requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remaining unclaimed after MONDAY, the 25th instant, at NOON, will be subject to rent and landing charges. All claims must be sent in to me on or before the 25th instant, or they will not be recognised. All damaged packages will be claimed on MONDAY, the 25th instant, at 3 P.M. No Fire Insurance has been effected.

F. DE CHAMPMORIN, Acting Agent.
Hongkong, 18th November, 1901. [1004c]

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "BENCLUCH,"
FROM LONDON AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 23rd instant, will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 10th December, or they will not be recognised. All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 23rd instant, at 11 A.M. No Fire Insurance has been effected.

Bills of Lading will be countersigned by GIBB, LIVINGSTON & Co., Agents.
Hongkong, 18th November, 1901. [1244c]

FROM HAMBURG, ANTWERP, PENANG AND SINGAPORE.

THE N.D.L. Steamship

"NURNBERG,"

Captain Ammon, having arrived from the above Ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before Noon, TO-DAY.

Any Cargo impeding her discharge will be landed into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 25th instant, will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 25th instant, at 3 P.M. No Fire Insurance has been effected.

HAMBURG-AMERICA LINE, Hongkong Office.
Hongkong, 18th November, 1901. [1244c]

NORTHERN PACIFIC STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP "DUKE OF FIFE,"
FROM TACOMA, VICTORIA, YOKO-
HAMA, KOBE, MOJI AND
SHANGHAI.

The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

DODWELL & Co., LIMITED, Agents.
Hongkong, 18th November, 1901. [1453c]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Company's Steamship

"KUMSANG,"

Intimations.

NOTICE.

ANY OUTSTANDING CLAIMS against the R.A.O.B. Lodge, Hongkong, should be sent to
Q.M.S. SMITH, R.A.
on or before the 15th December next.
Hongkong, 19th November, 1901. [1253c]

C. E. WARREN,
BUILDING CONTRACTOR,
WYNDHAM STREET (Opposite to the CLUB GERMANIA).

SANITARY APPLIANCES SUPPLIED
and FIXED, DRAINS, TRAPS,
WASTE PIPES, &c., CLEANSED and RE-
PAIRED. Sanitary Board Notices receive
prompt attention. Agent for MOSAIC TILES.
Prices on Application. [158c]

BACON!
BACON!!
BACON!!!

JUST RECEIVED.

A FRESH Consignment of AUSTRALIAN
BACON "AS BEFORE" will be cut in
1lb and 2lbs pieces to suit purchasers.

H. RUTTONJEE,
No. 5, D'Aguiar Street,
and
No. 39, and 40, Elgin Road,
Kowloon.
Hongkong, 6th November, 1901. [1145c]

NOTICE.

THE BEST PREVENTIVE OF ALL
INFECTIOUS DISEASES.

J. EYES
FLUID

SOAP.

AVOID ALL RISK OF OUTBREAK BY
ITS USE.

W. G. HUMPHREYS & Co.,
Bank Buildings.
Hongkong, 9th March, 1902. [157c]

LEVY HERMANOS.

DIAMOND MERCHANTS, JEWEL-
LERS AND WATCHMAKERS.

EASTMAN'S
KODAKS and FILMS.

Sole Agents for "OMEGA" WATCHES.
"OMEGA" is the best, "THREE YEARS"
guaranteed given to every purchaser.
40, QUEEN'S ROAD,
Watson's Building.

JUST RECEIVED.

FIRST SEASON'S CONSIGNMENT
OF
AMERICAN ASPARAGUS & DESSERT
FRUITS, ALL KINDS.

Apply to
G. GIRAULT.
Hongkong, 20th August, 1901. [667c]

GUARANTEED CURE.

After protracted and painstaking research, a thoroughly safe and certain Remedy has taken discovery, which will positively Cure any Disease of the Nervous System. It is a sure Cure for Nervous Debility in all its forms, from whatever cause arising, Wasting Decay, Predisposition to Consumption; and I will send the prescription, and full particulars of the Remedy to any sufferer, on receipt of a self-addressed stamped envelope.—Address: Rev. JOSEPH HOPE, "St. Cloud," Westcott Road, Worthing, England. (I name this paper). [1050c]

MEE CHEUNG,
PHOTOGRAPHER,
TOP FLOOR OF ICE HOUSE, IN
Ice-House Road.

IS now in a position, in his New and Com-
modious Premises, to eclipse, as heretofore,
ALL PHOTOGRAPHIC ART PRACTICED
in the Colony or in any part of the Far East.
GROUPS AND VIEWS
a speciality.
Hongkong, 22nd September, 1901. [140c]

HONG SING,
8, Beaconsfield Arcade.

ENTIRELY NEW STOCK of the Newest
Patterns in Cloths, Canvasses, and
Ducks. Complete Gentlemen's Outfitting.
Hongkong, 30th August, 1901. [960c]

A. LING & Co.,
FURNITURE STORE.

(Next Door to Messrs. WATKINS & Co.)
QUEEN'S ROAD CENTRAL.
Speciality:
FOOCHOW LACQUER WARE.
Hongkong, 18th June, 1901. [642c]

SIEN TING,
SURGEON DENTIST,
No. 14, D'AGUIAR STREET.
TERMS VERY MODERATE,
Consultation free.

Hongkong, 27th September, 1901. [130c]

DENTISTRY.

SUI SANG,
(Lately Practising with Dr. I. SAKATA),
DENTIST.
No. 4, Queen's Road Central.
Hongkong, 3rd January, 1901. [176c]

DENTISTRY.

AMERICAN SYSTEM, WONG HOI,
SURG. DENTIST.

TERMS MODERATE. CONSULTATION FREE.
50, QUEEN'S ROAD CENTRAL.
Hongkong, 2nd January, 1901. [18c]

NOTICE.

Neither the CAPTAIN, the AGENTS, nor the
OWNERS will be RESPONSIBLE for any
DEBT contracted by the Officers or the Crews
of the following Vessel during her stay in
Hongkong Harbour: British ship, *Jeffery*. Older
Hellas H. W. W. American ship, *Vashon*.
—Arnold, Karberg & Co.

WITHDRAWAL OF AMERICANS FROM THE ENGLISH TURF.

[AMERICAN CABLE.]
LONDON, October 19th.

As a result of Lester Reiff's expulsion from the English turf several withdrawals of American trainers and jockeys here are likely to occur in 1902. Enoch Wishard immediately cancelled his English engagements after Reiff's expulsion and turned Richard Croker's and John A. Drake's horses out of training, declaring they would not enter an English race until Reiff was reinstated. While Huggins has had many offers to train in England next season, it is generally expected that he will follow Wishard's example.

As a matter of fact few American owners have won much money in England this year. William C. Whitney won a number of rich stakes and Edward Corrigan made a successful year, but Croker and other Americans found that the handicapper was not handicapping horses, but trainers, and the short odds offered rendered financial success almost impossible. It is possible that Wishard will train in France during 1902.

By the retirement of Edward Weatherby as secretary of the Jockey Club and keeper of the match book, which occurred this week, the racing world loses a picturesque and altogether unique character. Poor health compels his resignation of an office which has always been filled by a Weatherby since it was created in 1760. It is probable that the present vacancy will be filled by another member of the same family, whose existence is almost concurrent with the history of the English turf.

Edward Weatherby, who is about 62 years of age, has for years been a notable figure on the turf, not only as secretary of the Jockey Club and head of the well-known firm which publishes the Racing Calendar, but strikingly recalling by his clothes and old-fashioned courtesy the early days of the nineteenth century. A thoroughly efficient official and immensely popular with all classes, he never quite conformed his outward appearance to the changing times. Descended from a good old stock and inheriting an ample fortune, he unostentatiously devoted his life to the fulfilment of his turf duties, as his father and grandfather had done in their day. The Racing Calendar, which John Weatherby started in 1773 as the official organ of the Jockey Club, is now an immensely valuable property, and will continue to be run by the same family.

MODEL ENGINEERING ON A LARGE SCALE.

One by one the old engineering landmarks have been removed from London to be set down again in some provincial centre where labour is cheaper, and where there are greater facilities for carrying on trade. This is only natural, for London has long since ceased to be a suitable place for the construction of machinery.

The latest, and among the very oldest of firms to forsake the metropolis are Messrs. A. Ramsome and Co., Ltd., whose large engineering works in Chelsea and Battersea are now closed. The effect of this has been to leave two empty shops in the centre of London, where stagnation has taken the place of the life and bustle which have characterised them since 1855. Meanwhile, Messrs. Ramsome have transferred the whole of their business down to Newark-on-Trent, where they have built works which, when complete, will suffice to accommodate 3,000 workmen. At present only one-third of this scheme is in operation, for, in starting a factory for the manufacture of delicate high speed machinery in a new neighbourhood, the education of one's labour is a question of time.

The most important feature of these new works, however, is the perfection of their design and equipment. Every known machine-tool and mechanical appliance which would tend to the saving of labour, to the cheapening of the cost, and to enhancing of the rapidity of output has been adopted. As electrical driving is more economical and satisfactory than other forms of motive power, everything throughout the works is driven by electricity. Thus we have the apparent incongruity of a maker of steam engines employing no steam engine in his own works.

It is interesting to note that at last some of the long-established engineering firms at home are awakening to the fact that they must take a pointer from the United States, and equip themselves on absolutely modern lines. Certainly Messrs. Ramsome's new factory at Newark embodies everything which is good in the way of British and American improvements, and in some respects the firm have gone one step further than the Americans in the perfection to which they have brought the systematising of their shop management.

PASSENGERS BOOKED FOR THE FAR EAST.

Per Messageries Maritimes steamer *Poly-nésie*, connecting with the steamer *Yarra*, at Colombo, from Marseilles, Nov. 3.—To Yokohama: Mr. O. Villate. To Singapore: Miss van Capelle.

NOT AND A

CALENDAR

NOVEMBER.

Meteorological means based on fifteen years' observations to 1895.

Barometer	30.103
Thermometer	69.2
Humidity	65
Rainfall	1.302

TO-DAY.

WEATHER REPORT.

Barometer	30.20	30.09
Temperature	69	70
Humidity	50	43
Rainfall		

TO-DAY.

Thursday, 21st November, 1901.

Chinese—12th of 10th moon of 27th year of Kuang-shu.

Sun—Rises	6hr. 18min.
Sets	5hr. 15min.
Moon—In Equator 10hr. a.m.	
High water—Morning	5hr. 20min.
Afternoon	5hr. 22min.
Low water—Morning	1hr. 45min.
Afternoon	1hr. 47min.

ANNIVERSARIES.

1804—Capture of Port Arthur by the Japanese.
1898—The "Illis" memorial at Shanghai, unveiled by Prince Henry of Prussia.
Serious rioting at Chempulpo between the Independent Club and the opposition.
1899—Reported Capture of Aguinaldo.

TO-MORROW.

Friday, 22nd November, 1901.

Chinese—12th of 10th moon of 27th year of Kuang-shu.

Sun—Rises	6hr. 19min.
Sets	5hr. 15min.
Moon—In Equator 10hr. a.m.	
High water—Morning	5hr. 20min.
Afternoon	5hr. 22min.
Low water—Morning	1hr. 45min.
Afternoon	1hr. 47min.

ANNIVERSARIES.

1835—Great Fire at Canton, 1400 houses destroyed.
1877—Terrible boiler explosion on board the steamer *Vespa* in Hongkong harbour; 86 lives lost.
1879—John T. Delane, Editor of the *Times* died.
1894—Armed robbery in Winglok Street, two Chinese shot.
1898—Commercial *Modus Vivendi* concluded between France and Italy. United States offer \$20,000,000 gold for the Philippines.

AGENDA.

TUESDAY, 26th.

D. & Co.'s steamer *Acmar* leaves for Victoria, B.C. and Tacoma.
O. S. Co.'s steamer *Macdon* leaves for London.

WEDNESDAY, 27th.

I. G. M. steamer *Bavaria* leaves for Bremen.

THURSDAY, 28th.

Noon—T. Y. K. steamer *America* Maru leaves for San Francisco via inland Sea and Honolulu.
H. A. L. steamer *Harburg* leave for Havre and Hamburg.
D. & Co.'s steamer *Kurdan* leaves for New York, via Ports and Suez Canal.

SATURDAY, 30th.

H. A. L. steamer *Harburg* leave for Havre and Hamburg.D. & Co.'s steamer *Kurdan* leaves for New York, via Ports and Suez Canal.

SHIPPING GAZETTE.

In future the *Telegraph* shipping form supplied to Captains of vessels will contain a heading for notices of officers and engineers transferred or on leave, etc. Friends will much oblige by giving this information:—
October 14th.

The officers of the s.s. *Pantakota*, Captain Parsons, are:—1st mate J. C. Keerham, Lieut. R.N.R. and 2nd mate J. H. Galgley, 3rd mate N. de Courcy Hardwick, 4th mate J. Wilkinson, 1st engineer A. Shaw, 2nd engineer F. Spotswood, 3rd engineer R. Rignier, 4th engineer P. Christie, 5th engineer F. McColgan.
October 19th.

The officers of the German steamer *Harburg* are:—Capt. E. Zacharine, 1st officer C. Castan, 2nd officer H. Merkus, 3rd officer E. Sauerland, chief engineer H. Ross, 2nd engineer M. Boring, 3rd engineer H. Tahne, 4th engineer M. Harms.
November 1st.

Mr. Johnson has taken the place of Mr. Whittin, 2nd engineer, of the s.s. *Loongsang*, who is now on sick leave.

SHIPPING AND MAIL NEWS.

MAILS DUE.

English (*Chusan*) 23rd instant.
Indian (*Catherine Apsar*) 26th instant.
Canadian (*Empress of Japan*) 26th instant.
German (*König Albert*) 27th instant.
American (*City of Peking*) 28th instant.
American (*Hongkong Maru*) 14th prox.

The A. L. S. N. Co.'s steamer *Carinthia* left Singapore for this port this morning.
The Sikk ex N. P. S. Co.'s steamer *Victoria* arrived at New York on the 17th inst.

The D. & Co.'s steamer *Atoll* from Europe and Straits left Singapore 10-day and may be expected here on or about the 27th inst.

The N. P. S. Co.'s steamer *Queen Adelaide* sailed from Tacoma for Hongkong via Vladivostok, Port Arthur and Dally on the 18th inst.

HONGKONG AND WHAMPOA DOCK RETURNS.
Canton River at Kowloon Dock.
Kowloon
Tacoma
H.M.S. Pami
U. S. S. Kentucky
U. S. S. Princeton
Manila
Lahor
Justin
Elcano
U. S. S. Albatross
Pittman
Enterprise
Cosmopolitan
Aberdeen

Outward—1st Oct.—*Albatross*, 8th Oct.—*Heathburn*, 15th Oct.—*Wittikind*, 22nd Oct.—*Heathburn*, 29th Oct.—*Bahia*, 5th Nov.—*Heathburn*, 12th Nov.—*Heathburn*, 19th Nov.—*Heathburn*, 26th Nov.—*Heathburn*, 3rd Dec.—*Heathburn*, 10th Dec.—*Heathburn*, 17th Dec.—*Heathburn*, 24th Dec.—*Heathburn*, 31st Dec.—*Heathburn*, 7th Jan.—*Heathburn*, 14th Jan.—*Heathburn*, 21st Jan.—*Heathburn*, 28th Jan.—*Heathburn*, 4th Feb.—*Heathburn*, 11th Feb.—*Heathburn*, 18th Feb.—*Heathburn*, 25th Feb.—*Heathburn*, 3rd Mar.—*Heathburn*, 10th Mar.—*Heathburn*, 17th Mar.—*Heathburn*, 24th Mar.—*Heathburn*, 31st Mar.—*Heathburn*, 7th Apr.—*Heathburn*, 14th Apr.—*Heathburn*, 21st Apr.—*Heathburn*, 28th Apr.—*Heathburn*, 5th May.—*Heathburn*, 12th May.—*Heathburn*, 19th May.—*Heathburn*, 26th May.—*Heathburn*, 2nd Jun.—*Heathburn*, 9th Jun.—*Heathburn*, 16th Jun.—*Heathburn*, 23rd Jun.—*Heathburn*, 30th Jun.—*Heathburn*, 7th Jul.—*Heathburn*, 14th Jul.—*Heathburn*, 21st Jul.—*Heathburn*, 28th Jul.—*Heathburn*, 4th Aug.—*Heathburn*, 11th Aug.—*Heathburn*, 18th Aug.—*Heathburn*, 25th Aug.—*Heathburn*, 1st Sep.—*Heathburn*, 8th Sep.—*Heathburn*, 15th Sep.—*Heathburn*, 22nd Sep.—*Heathburn*, 29th Sep.—*Heathburn*, 6th Oct.—*Heathburn*, 13th Oct.—*Heathburn*, 20th Oct.—*Heathburn*, 27th Oct.—*Heathburn*, 3rd Nov.—*Heathburn*, 10th Nov.—*Heathburn*, 17th Nov.—*Heathburn*, 24th Nov.—*Heathburn*, 1st Dec.—*Heathburn*, 8th Dec.—*Heathburn*, 15th Dec.—*Heathburn*, 22nd Dec.—*Heathburn*, 29th Dec.—*Heathburn*, 5th Jan.—*Heathburn*, 12th Jan.—*Heathburn*, 19th Jan.—*Heathburn*, 26th Jan.—*Heathburn*, 2nd Feb.—*Heathburn*, 9th Feb.—*Heathburn*, 16th Feb.—*Heathburn*, 23rd Feb.—*Heathburn*, 1st Mar.—*Heathburn*, 8th Mar.—*Heathburn*, 15th Mar.—*Heathburn*, 22nd Mar.—*Heathburn*, 29th Mar.—*Heathburn*, 5th Apr.—*Heathburn*, 12th Apr.—*Heathburn*, 19th Apr.—*Heathburn*, 26th Apr.—*Heathburn*, 3rd May.—*Heathburn*, 10th May.—*Heathburn*, 17th May.—*Heathburn*, 24th May.—*Heathburn*, 31st 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Post Office.

A Mail will close
 For Canton—Per *Falshin*, to-morrow, the 22nd instant, at 7.30 A.M.
 For Saigon—Per *Telemachus*, to-morrow, the 22nd instant, at 9 A.M.
 For Swatow—Per *Formosa*, to-morrow, the 22nd instant, at 11 A.M.
 For Nagasaki, Kobe, and Yokohama—Per *Rosita*, to-morrow, the 22nd instant, at 11 A.M.
 For Singapore, Surabaya, and Samarang—Per *Amara*, to-morrow, the 22nd instant, at 11 A.M.
 For Macao—Per *Honam*, to-morrow, the 22nd instant, at 1.15 P.M.
 For Manila—Per *Laungang*, to-morrow, the 22nd instant, at 3 P.M.
 For Manila, Thursday Island, Townsville, Brisbane, Sydney and Melbourne—Per *Kasuga*, to-morrow, the 22nd instant, at 3 P.M.
 For Canton—Per *Hankow*, to-morrow, the 22nd instant, at 5 P.M.
 For Europe, &c., India, via Tulucon—Per *Ravennia*, on Saturday, the 23rd instant, at 11 A.M.
 For Manila—Per *Sungliang*, on Saturday, the 23rd instant, at 11 A.M.
 For Yokohama and Kobe—Per *Austria*, on Saturday, the 23rd instant, at 3 P.M.
 For Swatow, Amoy and Tamsui—Per *Daijin*, on Saturday, the 23rd instant, at 5 P.M.
 For Moji, Kobe, Yokohama, Victoria, (B.C.) and Tacoma—Per *Isaemari*, on Tuesday, the 26th instant, at 11 A.M.
 For Singapore, Penang and Calcutta—Per *Kunyang*, on Tuesday, the 26th instant, at 11 A.M.
 For Europe, &c., India, via Tulucon—Per *Bayern*, on Wednesday, the 27th instant, at 11 A.M.
 For Shanghai, Nagasaki, Kobe, Yokohama, Honolulu and San Francisco—Per *America*, on Thursday, the 28th instant, at 11 A.M.
 For Iloilo and Cebu—Per *Kaijong*, on Friday, the 29th instant, at 4 P.M.
 For Singapore—Per *Japan*, on Saturday, the 30th instant, at 11 A.M.
 For Manila, Port Darwin, Thursday Island, Cooktown, Townsville, Brisbane, Sydney and Melbourne—Per *Titan*, on Saturday, the 30th instant, at 4 P.M.
 For Europe, &c., India, via Tulucon—Per *Ernest Simon*, on Monday, the 2nd Dec., at 11 A.M.
 For Shanghai, Moji, Kobe, Yokohama, Victoria and Vancouver, B.C.—Per *Albanian*, on Wednesday, the 4th Dec., at 11 A.M.
 For Shanghai, Nagasaki, Kobe, Yokohama, Victoria, B.C. and Vancouver—Per *Empress of Japan*, on Wednesday, the 18th Dec., at 11 A.M.

CHRISTMAS MAIL.—Letters etc. for the United Kingdom posted on the 23rd inst. per British Packet *Paravatta* are due in London on the 23rd December next.
 The attention of the Public is drawn to the following regulations as to the manner of packing Christmas Cards when sent by Book Post:—The packet must be open at the ends and the contents visible, or easily to be rendered visible. Packets which are sealed or forwarded in closed covers with the corners cut off or with notched ends are returned to the senders. Packets may be tied with string to protect the contents, but in such a way that the string can be easily untied.

OPIMUM QUOTATIONS.

Hongkong, 21st November.
 To-day's quotations are as follows:—
 BENGAL—New Patna @ \$920/25
 New Benares @ 907
 Old Patna @ 950
 Old Benares @ 920/00
 Per picul.
 MALWA—New @ \$900/10
 Last year's @ 910/20
 2 1/2 years' old @ 920/30
 3 1/2 years' old @ 930/40
 Puttore @ 950
 PERSIAN—Superior drug was sold. @ 670

VESSELS IN PORT.

Steamers.
 AMARA, British steamer, 1,565, C. J. Mattock, 14th Nov.—Bangkok and Koh-si-chang 15th Nov., Rice, Jardine, Matheson & Co.
 AMERICA MARU, Japanese steamer, 3,460, P. G. Goring, 20th Nov.—San Francisco 23rd Oct. and Shanghai 18th Nov., Mails and General—J. S. Van Buren.
 ANPING MARU, Japanese steamer, 1,056, S. Atsumi, 16th Nov.—Swatow 15th Nov., General—Mitsui Bussan Kaisha.
 ATHENIAN, British steamer, 3,882, H. Mowatt, 14th Nov.—Shanghai 11th Nov., General—C. P. R. Co.
 BRAEMAR, British steamer, 2,316, Wm. Watt, 14th Nov.—Tacoma via Ports 9th Oct., General—Dodwell & Co., Ltd.
 CHOWTAT, German steamer, 1,115, A. Müller, 20th Nov.—Bangkok 12th Nov., Rice—Butterfield & Swire.
 CLAUDE, British steamer, 2,123, W. Harding, 12th Nov.—Shanghai and Amoy 11th Nov., Tea and General—Carlson & Co.
 DAIJIN MARU, Japanese steamer, 890, S. Saïda, 20th Nov.—Amoy and Swatow 19th Nov., General—Mitsui Bussan Kaisha.
 DEWAWONGSE, German steamer, 1,057, A. Textor, 20th Nov.—Bangkok 11th Nov. and Swatow 19th, Rice and General—Butterfield & Swire.
 DR. HANS JERG KIER, Norwegian steamer, 691, Larsen, 18th Nov.—Haiphong 16th Nov., Rice—A. R. Marty.
 DUKE OF FIFE, British steamer, 5,471, J. S. Cox, 18th Nov.—Tacoma, U.S.A. 17th Oct., General—Dodwell & Co., Ltd.
 ELACMO, American steamer, 501, R. de Alencar, 23rd Sept.—Manila 31st August, Ballast—Brandao & Co.
 ESMERALDA, British steamer, 966, J. McGinty, 17th Nov.—Cebu, P.I. Nov., Hemp—Shewan, Tomes & Co.
 FORMOSA, British steamer, 675, A. E. Hodgins, 12th Nov.—Taku 5th Nov., Chefoo 6th, and Shanghai 9th, Ballast—Jardine, Matheson & Co.
 HAICHING, British steamer, 1,776, W. Davis, 18th Nov.—Fochow 15th Nov., Amoy 16th, and Swatow 17th, General—Douglas, Lapraik & Co.

HIMWANG, British steamer, 1,555, P. M. B. Lake, 16th Nov.—Hongkong 13th Nov., Coal—Jardine, Matheson & Co.
 JACOB DIEDERICHSEN, German steamer, 623, Tiergenesen, 17th Nov.—Haiphong and Holbow 16th Nov., General—Jebsen & Co.
 JUSTIN, American transport, 1,402, Scott, 5th Nov.—Cavite 1st Nov.
 KAGA MARU, Japanese steamer, 3,800, J. W. Eckmann, 18th Nov.—Seattle, U.S.A. via Japan and Shanghai 15th Nov., General—Nippon Yusen Kaisha.
 KASUGA MARU, Japanese steamer, 3,368, H. Fraser, 19th Nov.—Yokohama 8th Nov., General—Nippon Yusen Kaisha.
 KUMSANG, British steamer, 2,078, E. J. Buller, 19th Nov.—Singapore 12th Nov., General—Jardine, Matheson & Co.
 LAT LOCK, Spanish steamer, 185, Fabbragis, 17th Nov.—Manila 13th Nov., Ballast—A. R. Marty.
 LOONGSANG, British steamer, 1,092, C. S. Weigall, 18th Nov.—Manila 15th Nov., General—Jardine, Matheson & Co.
 MAI KONG, German steamer, 2,300, G. Kraef, 8th Nov.—Moji 2nd Nov., Coals—Mitsui Bussan Kaisha.
 MONGKUT, German steamer, 857, Götsche, 15th Nov.—Bangkok 7th Nov., Rice—Butterfield & Swire.
 PITANULOK, German steamer, 1,267, R. Illing, 10th Nov.—Bangkok and Koh-si-chang 2nd Nov., General—Butterfield & Swire.
 RADNORSIRE, British steamer, 1,789, C. R. Bindloss, 19th Nov.—Hongkong 17th Nov., Coal—Shewan, Tomes & Co.
 RICINOMON, British steamer, 1,314, L. R. Mann, 10th Nov.—Geraldton, W.A. 25th Oct., Sandalwood—Siemssen & Co.
 ROSSETTA MARU, Japanese steamer, 2,402, N. Tate, 19th Nov.—Melbourne and Ports 2nd and Oct., General—Nippon Yusen Kaisha.
 SANDAKAN, German steamer, 1,374, Brandstetter, 12th Nov.—Sandakan 6th Nov., Timber and General—Melchers & Co.
 SATURN, American transport, 1,617, Frank E. Fosy, 14th Nov.—Shanghai 11th Nov.
 SIAM, British steamer, 2,745, Binns, 17th Nov.—Shanghai 9th Nov., General—McLellan & Co.
 SKORPSNE, Norwegian steamer, 1,130, L. Fallesen, 17th Nov.—Bangkok 8th Nov., Rice—Chinese.
 SUNGRIANG, British steamer, 1,021, S. W. Moore, 19th Nov.—Manila 16th Nov., Hemp, Sugar and Cigars—Butterfield & Swire.
 TACOMA, American steamer, 1,689, A. Dixon, 21st Oct.—Tacoma via Ports 14th Aug., General—Dodwell & Co., Ltd.
 TETARTOS, German steamer, 1,518, W. Düse, 18th Nov.—Saigon 13th Nov., Sugar—Siemssen & Co.
 THALES, British steamer, 893, A. J. Robson, 20th Nov.—Swatow 19th Nov., General—Douglas, Lapraik & Co.
 TRYM, Norwegian steamer, 710, Hans Dall, 18th Nov.—Haiphong 14th Nov. and Holbow 16th, Rice—A. R. Marty.

Sailing Vessels.
 CELESTE BURLILL, British ship, 1,764, C. A. Taylor, 21st Nov.—Manila 9th May, Ballast—Order.
 DUDHOPE, British ship, 1,986, A. Low, 3rd Nov.—Barry Dock Wales 27th June, Coal—Order.
 GEORGE T. HAY, British ship, 1,547, E. Spice, 20th Oct.—Cebu 8th Oct., Ballast—Arnold, Karberg & Co.
 HERZOG JOHANN ALBRECHT, German schooner, 701, Andersen, 10th October, Manila 6th Oct., General—Master.
 LUCIA, British ship, 640, Andersen, 2nd Oct.—Rajang 6th Sept., Timber—Master.
 OSBERGA, British bark, 960, Densmore, 4th Nov.—Manila 1st Nov., Ballast—Order.
 SEA WITCH, American ship, 1,174, Howes, 21st Feb.—Manila 18th Feb., Ballast—Master.
 W. H. CONNER, American ship, 1,614, Colcord, 26th Sept.—Manila 10th Sept., Ballast—Standard Oil Co.

HIS BRITANNIC MAJESTY'S SHIPS ON THE CHINA STATION.

Hongkong, November 21st, 1901.
 Alacrity, despatch-vessel, 1,700 tons, 10 guns, 3,000 h.p., Capt. Cradock, Hongkong.
 Albion, 1st-class battleship, 12,950 tons, 13,500 h.p., 16 guns, Capt. W. W. Hewitt, Hongkong.
 Algerine, sloop, 1,050 tons, 6 guns, 1,100 h.p., Capt. W. G. Carey, Shanghai.
 Arctura, 2nd-class cruiser, 400 tons, 10 guns, 5,000 h.p., Capt. J. Starin, Hongkong.
 Argonaut, 1st-class cruiser, 1,100 tons, 16,500 h.p., 16 guns, Capt. G. H. Cherry, R.N., Hongkong.
 Astraea, 2nd-class cruiser, 4,300 tons, 7,000 h.p., 10 guns, Capt. C. J. Baker, Hongkong.
 Aurora, 1st-class cruiser, 5,600 tons, 8,500 h.p., 12 guns, Capt. E. H. Bayly, C.B., Hongkong.
 Barfleur, 1st-class battleship, 13,000 tons, 14 guns, 13,163 h.p., Captain Sir G. J. S. Warrender, Bart., Hongkong.
 Blenheim, 1st-class cruiser, 9,000 tons, 12 guns, 11,411 h.p., Capt. F. H. Henderson, C.M.G., Hongkong.
 Bramble, 1st-class gunboat, 710 tons, 1,300 h.p., 6 guns, Lieut. and Comdr. F. M. Leake, Hongkong.
 Bristol, 3rd-class cruiser, 1,700 tons, 6 guns, 5,000 h.p., Commander Sir Bouchier Wrey, Bart., Singapore.
 Britomart, 1st-class gunboat, 710 tons, 1,300 h.p., 6 guns, Lieut. Comdr. E. A. Baird, Taku.
 Dolphin, sloop, 1,140 tons, 8 guns, 2,000 h.p., Capt. Wm. C. Pakenham, Wei-hai-wei.
 Editha, 1st-class cruiser, 5,600 tons, 11 guns, 8,000 h.p., Capt. Stokes, Amoy.
 Endymion, 1st-class cruiser, 7,350 tons, 12,000 h.p., 12 guns, Capt. A. W. Fagel, C.M.G., Hongkong.
 Esk, coast defence gunboat, 363 tons, 3 guns, 200 h.p., Lieut. Comdr. F. Blunt, Chin-kiang.
 Faint, twin screw, torpedo-boat destroyer, 360 tons, 6 guns, 5,400 h.p., in reserve.
 Firebrand, 3rd-class gunboat, 455 tons, 4 guns, 300 h.p., Lt. and Beaty Pownall, Hongkong.
 Glory, 1st-class battleship, 12,500 tons, 16 guns, 13,500 h.p., Capt. Carter, Wei-hai-wei.
 Gollath, 1st-class battleship, 12,950 tons, 16 guns, 13,500 h.p., Capt. L. Winte, Shanghai.
 Harb, twin screw, torpedo-boat destroyer, 260 tons, 6 guns, 4,000 h.p., in reserve.
 Hardy, twin screw, torpedo-boat destroyer, 260 tons, 6 guns, 4,000 h.p., Lieut. and Com. G. C. Hardy.
 Humbler, storeship, 1,640 tons, 800 h.p., Com. H. J. Davison, Hongkong.
 Janus, torpedo-boat destroyer, 280 tons, 6 guns, 3,000 h.p., in reserve.
 Ocean, 1st-class battleship, 12,950 tons, 13,500 h.p., 16 guns, Capt. Arthur J. Remiker, Huguang, Hongkong.
 Orlando, 1st-class cruiser, 5,600 tons, 12 guns, 8,500 h.p., Capt. J. H. Burke, C.B., Shang-hai.
 Otter, torpedo-boat destroyer, 350 tons, 6 guns, 6,000 h.p., Lieut. and Com. C. P. Mansel, Taku.
 Phant, sloop, 1,500 tons, 6 guns, 1,700 h.p., Comdr. W. H. Nicholson, Shanghai.

Plenty, 1st-class gunboat, 755 tons, 6 guns, 1,200 h.p., Lt. and Comdr. Oldham, cruising.
 Pique, twin screw, 2nd-class cruiser, 3,600 tons, 8 guns, 7,000 h.p., Capt. H. C. Reynolds, Shanghai.
 Plover, 1st-class gunboat, 413 tons, 6 guns, 1,200 h.p., Lieut. Comdr. C. V. de M. Cooper, Shanghai.
 Ramble, surveying-ship, 531 tons, 650 h.p., Capt. Morris H. Smyth, Hongkong.
 Redpoll, 1st-class gunboat, 845 tons, 6 guns, 1,200 h.p., Lieut. Com. C. F. Corbett, Hongkong.
 Robin, river-gunboat, 85 tons, 2 guns, 240 h.p., Lieut. Comdr. G. G. Webster, West River.
 Rosario, sloop, 980 tons, 6 guns, 1,400 h.p., Comdr. A. W. Hamilton, Wei-hai-wei.
 Sandpiper, British river-gunboat, 85 tons, 2 guns, 240 h.p., Lt. Comdr. Carr, West River.
 Snipe, river-gunboat, 85 tons, 2 guns, 240 h.p., Lieut. and Commander Dalgety, Yangtze.
 Swift, 2nd-class gunboat, 755 tons, 6 guns, 870 h.p., in reserve Hongkong.
 Taku, torpedo-boat destroyer, 250 tons, in reserve Hongkong.
 Talbot, 2nd-class cruiser, 5,600 tons, 11 guns, 8,000 h.p., Capt. F. G. Stopford, Wei-hai-wei.
 Tamar, receiving ship, 4,600 tons, Commodore Powell, C.B., Hongkong.
 Terrible, 1st-class battleship, 14,300 tons, 30 guns, 25,000 h.p., Capt. Percy Scott, C.B., Wei-hai-wei.
 Tweed, coast defence gunboat, 363 tons, 3 guns, 200 h.p., in Reserve Hongkong.
 Waterwitch, surveying-ship, 620 tons, 450 h.p., Lt. Comdr. W. O. Lyne, Hongkong.
 Whiting, twin screw, torpedo-boat destroyer, 601 tons, 6 guns, 6,000 h.p., Lt. Comdr. Mackenzie, D.S.O., Hongkong.
 Wivern, coast defence ship, 2,750 tons, 4 guns, 1,000 h.p., Hongkong.
 Woodcock, river-gunboat, 150 tons, 2 guns, 550 h.p., Lieut. Comdr. Watson, Kiangnan.
 Woodlark, river-gunboat, 150 tons, 2 guns, 550 h.p., Lieut. Comdr. H. E. Hillman, Yangtze.
 Torpedo-boats in Reserve Nos. 8 and 20, 35, 36, 37 and 38, first-class; and 3 second-class boats.

Miscellaneous.
 Aspern, Austrian gunboat, 976 tons, Capt. W. Weber, Shanghai.
 Holland, Dutch cruiser, 8 guns, 3,900 tons, 9,250 h.p., Capt. S. N. Sybrandi, Swatow.
 Kaiserin Elisabeth, Austrian cruiser, 8 guns, 4,400 tons, 9,000 h.p., Capt. Wiber, Singapore.
 Konigin Wilhelmina der Nederlanden, Dutch cruiser, 8 guns, 4,600 tons, 5,500 h.p., Capt. J. R. Kossin, Swatow.
 Leopard, Austrian cruiser, 1,600 tons, Captain Müller, Saigon.
 Liberal, Portuguese gunboat, 558 tons, Comdr. José da Cunha Lima, Macao.
 Maria Theresa, Austrian cruiser, 10 guns, 5,900 tons, 9,755 h.p., Capt. V. Bless Ritter v. Sambuchi, Shanghai.
 Piet Hein, Dutch cruiser, 5 guns, 3,600 tons, 4,735 h.p., Capt. Jansen, Taku.
 Zaire, Portuguese gunboat, 540 tons, Captain Mello, Macao.
 Zenta, Austrian cruiser, 2,200 tons, Captain Runsti, Singapore.

FOREIGN MEN-OF-WAR ON THE CHINA AND JAPAN STATION.

The Russian Squadron.
 Admiral Korniloff, Russian armoured cruiser, 5,200 tons, twin screw, 36 guns, 9,500 h.p., Captain Yakovlev, at Nagasaki.
 Admiral Nakhimoff, Russian armoured cruiser, 28 guns, 9,000 tons, 8,000 h.p., Capt. Vsevolodsky, at Tientsin.
 Alouat, Russian gunboat, 810 tons, 8 guns, 1,200 h.p., Captain Eliskis, at Nagasaki.
 Bobr, Russian gun-vessel, twin screw, 950 tons, 13 guns, 1,150 h.p., Captain Dobrovolsky, at Taku.
 Dimitri Donsky, Russian armoured cruiser, 5,893 tons, twin screw, 34 guns, 7,000 h.p., Comdr. Sharon, at Taku.
 Gaidamak, Russian gunboat, 400 tons, twin screw, 18 guns, 3,500 h.p., Capt. Serbrennik, at Taku.
 Gremiatichy, Russian armoured cruiser, 1,492 tons, twin screw, 12 guns, 2,000 h.p., Capt. Mikhaevsky, at Shanghai.
 Korolya, Russian cruiser, 1,200 tons, 9 guns, 1,150 h.p., Capt. Silmann, at Taku.
 Mandjour, Russian cruiser, 1,213 tons, twin screw, 14 guns, 1,500 h.p., Capt. Yakevoff, at Nagasaki.
 Navarin, Russian battleship, 10,000 tons, 10 guns, 9,000 h.p., Capt. Yenish, at Nagasaki.
 Nayadniti, Russian cruiser, 1,334 tons, 14 guns, 1,800 h.p., Capt. Zarine, at Nagasaki.
 Otavany, Russian armoured cruiser, 1,490 tons, twin screw, 12 guns, 2,000 h.p., Captain Copponoff, at Shanghai.
 Patroavlovich, Russian battleship, 12,000 tons, Capt. Grevalis, at Nagasaki.
 Poltava, Russian battleship, 10,960 tons, 12,155 h.p., 16 guns, Capt. Orgeroff, at Nagasaki.
 Rostia, Russian armoured cruiser, 12,200 tons, 22 guns, 14,500 h.p., Capt. Domojiroff, at Nagasaki.
 Rorshayn, Russian cruiser, 1,330 tons, 1,786 h.p., 11 guns, Capt. Komaroff, at Singapore.
 Rurik, Russian flagship, 10,920 tons, armoured twin screw cruiser, 1st class, 48 guns, 13,500 h.p., Capt. Haupt, at Port Arthur.
 Sevastopol, Russian battleship, 10,000 tons, 13,500 h.p., 16 guns, Capt. Meleusky, at Nagasaki.
 Sitach, Russian gunboat, 4 guns, 1,200 h.p., Capt. Barronoff, at Shanghai.
 Sissoi Veliky, Russian battleship, 10,000 tons, 14 guns, 12,000 h.p., Capt. Molias, at Taku.
 Sissoi, Russian gunboat, 990 tons, twin screw, 13 guns, 1,200 h.p., Capt. Soubatin, at Nagasaki.
 Sueseborg, 1st class, Russian torpedo boat, 69 tons, 3 guns, 2 torp tubes 780 h.p., speed 19.7 knots.
 Vladimir Monomach, Russian cruiser, 6,000 tons, 16 guns, Prince Ouchtomsky, at Port Arthur.
 Vostok, Russian torpedo gunboat, 4 guns, 650 h.p., Com. Molchouky, at Nagasaki.
 Vradniti, Russian torpedo boat, 400 tons, 18 guns, twin screw, 1,500 h.p., Capt. Rogulla, at Taku.
 Zablaka, Russian cruiser, 1,230 tons, 20 guns, 2,000 h.p., Capt. Shkruif, at Nagasaki.

(1st and 2nd class.)
 Dolphin, Russian torpedo boat, 350 tons, Capt. Novakovsky, at Shanghai.
 Forel, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.
 Jantichich, Russian torpedo boat, 87 tons, 4 guns, 970 h.p., 19 knots.
 Kasales, Russian torpedo boat, 350 tons, Capt. Mouravieff, at Shanghai.
 Kila, Russian torpedo boat, 350 tons, Captain Kivnarsky, at Shanghai.
 Nargan, Russian torpedo boat, 85 tons, 4 guns, 1,200 h.p., at Taku.
 Novik, Russian torpedo boat, 87 tons, 4 guns, 970 h.p., 22 knots.
 Pederskov, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.
 Stila, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.

Star, Russian torpedo boat, 350 tons, Captain Amimov, at Shanghai.
 Skorpink, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.
 Solovik, Russian torpedo boat, 87 tons, 4 guns, 970 h.p., 19 knots.
 Som, Russian torpedo boat, 400, Capt. A. Giers, at Shanghai.
 Sterlit, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.
 Strasser, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.
 Suvorov, Russian torpedo boat, 140 tons, 4 guns, 1,800 h.p., 22 knots.

RUSSIAN TORPEDO FLOTILLA (SEA GOING).

Borgo, 1st class, Russian torpedo boat, 81 tons, 3 guns, 2 torp tubes 1,100 h.p., speed 12 knots.
 Rezel, 1st class, Russian torpedo boat, 96 tons, 3 guns, 2 torp tubes 780 h.p., speed 22 knots.
 Ussuri, Russian torpedo boat, 140 tons, 4 guns, 1,800 h.p., 22 knots.
 Flagship of Vice-Admiral Alexieff.
 Flagship of Rear-Admiral F. V. Dubossloff.
 Flagship of Rear-Admiral Reznoff.

THE GERMAN SQUADRON.

Busard, German cruiser, 1,600 tons, 8 guns, Comdr. von Basewitz, at Shanghai.
 Fürst Bismarck, German flagship, 11,000 tons, 36 guns, Capt. Graf Lotze, at Taku.
 Gefion, German cruiser, 4,100 tons, 10 guns, 9,000 h.p., Capt. Rollmann, at Amoy.
 Geller, German cruiser, 1,600 tons, 8 guns, Capt. Baxer, at Shanghai.
 Hansa, German cruiser, 5,800 tons, 30 guns, Capt. Paschen, at Woosung.
 Hela, German despatch-vessel, 2,000 tons, 12 Capt. Rampold, at Woosung.
 Hertha, German cruiser, 6,000 tons, 30 guns, Capt. von Uesedom, at Shanghai.
 Illus, German gunboat, 9 x 3 tons, 10 guns, Lieut. Comdr. Stamer, at Hongkong.
 Irene, German cruiser, 4,200 tons, 8 guns, 2,930 h.p., Capt. Stein, at Nagasaki.
 Jaguar, German gunboat, 1,000 tons, 10 guns, Capt. Berger, at Hongkong.
 Kaiserin Augusta, German cruiser, 6,331 tons, 30 guns, 14,000 h.p., Capt. Stein, at Hongkong.
 Kurjuriit Friedrich Wilhelm, German battleship, 10,100 tons, 40 guns, Capt. von Holzendorf, at Woosung.
 Luchs, German gunboat, 850 tons, 10 guns, Comdr. Daehnhardt, at Shanghai.
 Schwalbe, German cruiser, 1,120 tons, 8 guns, Comdr. Boerner, at Hankow.
 Seeadler, German cruiser, 1,600 tons, 8 guns, Comdr. Schack, at Amoy.
 Tiger, German gunboat, 900 tons, 10 guns, Comdr. von Mittelstätt, at Shanghai.
 Weissburg, German battleship, 16,100 tons, 40 guns, Capt. Holmeier, at Amoy.
 Warth, German battleship, 10,100 tons, 40 guns, Capt. Borkenhausen, at Taku.
 K. F. Wilhelm, German battleship, at Nagasaki.
 No. 90, German torpedo-boat, 320 tons, Capt. Hoepfner, at Shanghai.
 No. 91, German torpedo-boat, 360 tons, Capt. Lieut. Püllen, at Shanghai.
 No. 92, German torpedo-boat, 320 tons, Capt. Fluinrich, at Shanghai.
 Flagship of His Excellency Vice-Admiral Bendemann.
 Flagship of Rear-Admiral Geissler.
 Flagship of Rear-Admiral Kirchhoff.

THE FRENCH SQUADRON.

Alouette, gunboat, 400 tons, Lieut. Comdr. Belloy, at Nagasaki.
 Amiral Courbet, 2nd-class cruiser, 4,800 tons, Capt. Balthus, Saigon.
 Bangail, 2nd class despatch-boat, Lt. Comdr. De La Croix de Castries, at Nagasaki.
 Bugeaud, 2nd-class cruiser, 4,000 tons, 19 guns, 9,000 h.p., Capt. Defevre, at Shanghai.
 Chastillon Laubert, 2nd-class cruiser, 4,000 tons, 9,000 h.p., 18 guns, Capt. Espinay St. Luc, at Fochow.
 Comete, gunboat, 600 tons, Capt. Lottel, at Canton.
 Decadet, gunboat, 640 tons, Capt. Leameey, at Pakhoi.
 D'Entrecasteaux, 1st class cruiser, 8,100 tons, 26 guns, 13,500 h.p., Capt. de Marolles, at Taku.
 Desbarres, 2nd class protected cruiser, 1,000 tons, 16 guns 631 h.p., Captain Saulne, at Shanghai.
 Evre, Despatch-transport, Capt. Vallée, at Saigon.
 Friant, 3rd class cruiser, 3,900 tons, Capt. Adam, at Haiphong.
 Jean Bart, 1st class cruiser, 4,500 tons, 10 guns, 8,000 h.p., Capt. Aubin, at Taku.
 Kersaint, 3rd class cruiser, 1,300 tons, 13 guns, 2,200 h.p., Capt. de la Motte du Portail, at Saigon.
 Lion, gunboat, 500 tons, 8 guns, 576 h.p., Capt. Frost, at Taku.
 Pascal, 2nd-class protected cruiser, 4,000 tons, 30 guns, 9,000 h.p., Capt. M. Motet, at Shanghai.
 Stiz, 3rd-class cruiser, 1,800 tons, Capt. Vin- gaud, at Canton.
 Surpierre, gunboat, 700 tons, 10 guns, 860 h.p., Capt. Morret, at Shanghai.
 Villa d'Alger, monitor, 444 tons, Captain Bonnessur, at Hongkong.
 Viper, gunboat, 400 tons, Captain G. del Villeneuve, at Fochow.
 Flagship of Vice-Admiral Courtejoles.

THE AMERICAN SQUADRON.

Albaty, U.S. cruiser, 3,500 tons, Comdr. J. E. Craig, at Manila.
 Bennington, U.S. gunboat, 1,710 tons, 6 guns, 3,430 h.p., Comdr. C. H. Arnold, at Hongkong.
 Broadsword, U.S. cruiser, 9,215 tons, Flagship, U.S. Com. G. A. Thomas, at Shanghai.
 Callao, U.S. gunboat, 137 tons, 1 gun, 55 h.p., Lieut. Com. G. B. Bradshaw, at Manila.
 Castine, U.S. gunboat, 1,330 tons, 8 guns, 2,199 h.p., Comdr. S. W. Verry, at Shanghai.
 Celtic, U.S. supply-ship, 6,428 tons, 1,890 h.p., Comdr. C. T. Forde, at Manila.
 Concord, U.S. gunboat, 1,700 tons, 6 guns, 3,405 h.p., Comdr. H. G. D. Colby, at Manila.
 Culgoa, U.S. supply-ship, 7,000 tons, 2,350 h.p., Comdr. J. W. Carlin, at Manila.
 Don Juan de Austria, U.S. gunboat, 1,200 tons, Capt. Bowman, at Hongkong.
 Glacier, U.S. supply-ship, Lieut. Comdr. A. Mertz, at Manila.
 Helena, U.S. gunboat, 1,397 tons, 8 guns, 1,998 h.p., Comdr. Z. K. Moore, at Manila.
 Hiram, U.S. distilling ship, 1,750 tons, 1,300 h.p., Capt. J. J. Meany, at Manila.
 Ilo de Luzon, U.S. gunboat, 1,430, Comdr. J. V. B. Blecker, at Manila.
 Kentucky, U.S. battleship, 11,500 tons, Capt. C. H. Stockton, at Hongkong.
 Manila, U.S. gunboat, 1,057 tons, 2 guns, 750 h.p., Lieut. Comdr. A. P. Naro, at Manila.
 Marleita, U.S. gunboat, 1,000 tons, 1,500 h.p., 12 guns, Comdr. E. H. Green, at Canton.
 Menadnock, U.S. double-turret monitor, 4,000 tons, 6 guns, 3,000 h.p., Comdr. A. B. Speyer, at Hongkong.
 Monterey, U.S. gunboat, 1,170 tons, 6 guns, 1,600 h.p., Com. G. A. Ricknell, at Taku.
 Monterey, U.S. double-turret monitor, 4,000 tons, 4 guns, 3,244 h.p., Comdr. G. W. Pigman, at Shanghai.
 Nashville, U.S. cruiser, Comdr. R. F. Rogers, at Nagasaki.
 New York, U.S. cruiser, 4,000 tons, Capt. B. McCollum, at Manila.

Oregon, 1st-class U.S. battleship, 10,380 tons, 16 guns, 21,111 h.p., Capt. F. W. Dickens, U.S.N., at Woosung.
 Phoebe, U.S. gunboat, 820 tons, 4 guns, 1,095 h.p., Comdr. C. C. Cornwell, at Manila.
 Princeton, U.S. gunboat, 1,000 tons, 6 guns, 800 h.p., Comdr. Selfridge, at Hongkong.
 Scindia, U.S. cruiser, 7,500 tons, Comdr. J. M. Miller, U.S.N., at Hongkong.
 Wheeling, U.S. gunboat, 1,000 tons, 6 guns, 1,081 h.p., Com. W. T. Durwell, at Manila.
 Wilmington, U.S. cruiser, 2,222 tons, Capt. C. O. Allibone, at Amoy.
 Yorktown, U.S. gunboat, 1,710 tons, 6 guns, 3,504 h.p., Comdr. C. S. Sperry, at Manila.
 Yosemite, U.S. converted cruiser, 6,179 tons, 10 guns, 3,800 h.p., Capt. G. E. Ide, at Manila.
 Zafra, U.S. dispatch-vessel, 675 tons, Capt. J. L. Purcell, U.S.N., at Manila.

THE ITALIAN SQUADRON.

Calabria, Italian cruiser, 2,946 tons, Capt. C. Canelli, Shanghai.
 Elba, Italian cruiser, 2,720 tons, Capt. Cecconi, Taku.
 Fiermosca, Italian cruiser, Capt. Carlo Negri, Shanghai.
 Vesuvio, Italian cruiser, 4,500 tons, 14 guns, 6,820 h.p., Capt. Zeti, at Shanghai.
 Vettor Pisani, Italian cruiser, 6,700 tons, Capt. V. Onofrio, Shanghai.

JAPANESE MEN-OF-WAR.

Battleships.
 Asahi, 1st class, 15,200 tons, 15,000 h.p., 18 guns, Captain S. Misi, at Japan.
 Yamashiro, 1st class, 12,460 tons, 38 guns, 14,000 h.p., at Kure.
 Fuji, 1st class, 12,450 tons, 38 guns, 14,000 h.p., at Taku.
 Chinyen, 2nd class, 7,330 tons, 21 guns, 6,200 h.p., at Yokosuka.
Quasi Defence Ships.
 Matsushima, 1st class, 4,277 tons, 25 guns, 5,400 h.p., at Saseho.
 Iwashimizu, 1st class, 4,277 tons, 35 guns, 5,400 h.p., at Kure.
 Hashidate, 1st class, 4,277 tons, 35 guns, 5,400 h.p., at Yokosuka.
 Kongo, 2nd class, 4,400 tons, 13 guns, 2,035 h.p., Capt. K. Inai, at Japan.
 Hyiei, 2nd class, 2,460 tons, 13 guns, 2,035 h.p., Capt. Hiroo Tonji, at Japan.
 Heiyen, 2nd